

Planning and Rights of Way Panel 15th February 2022
Planning Application Report of the Head of Planning & Economic Development

Application address: 2 Newtown Road, Southampton			
Proposed development: Redevelopment of the site. Erection of a 3-storey building containing 7 flats (4x 1-bed, 2x 2-bed and 1x 3-bed) with associated parking and cycle/refuse storage, following demolition of existing building			
Application number:	21/01652/FUL	Application type:	FUL
Case officer:	Anna Coombes	Public speaking time:	5 minutes
Last date for determination:	31.01.2022	Ward:	Woolston
Reason for Panel Referral:	Five or more letters of objection have been received	Ward Councillors:	Cllr Stead Cllr Hammond Cllr Payne
Cllr Objections:		Reason:	
Applicant: Mr Dhaliwal		Agent: Southern Planning Practice	

Recommendation Summary	Delegate to the Head of Planning & Economic Development to grant planning permission subject to criteria listed in report
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Community Infrastructure Levy Liable	Yes
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Reason for granting Permission

The development is acceptable taking into account the policies and proposals of the Development Plan as set out below. Other material considerations have been considered and are not judged to have sufficient weight to justify a refusal of the application, and where applicable conditions have been applied in order to satisfy these matters. The scheme is therefore judged to be in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and thus planning permission should therefore be granted. In reaching this decision the Local Planning Authority offered a pre-application planning service and has sought to work with the applicant in a positive and proactive manner as required by paragraphs 39-42 and 46 of the National Planning Policy Framework (2019). Policies – CS4, CS5, CS13, CS16, CS18, CS19, CS20, CS22, CS23 and CS25 of the of the Local Development Framework Core Strategy Development Plan Document (Amended 2015). Policies – SDP1, SDP4, SDP5, SDP6, SDP7, SDP8, SDP9, SDP10, SDP11, SDP12, SDP13, H1, H2, H7 of the City of Southampton Local Plan Review (Amended 2015).

Appendix attached			
1	Habitats Regulation Assessment	2	Development Plan Policies
3	Planning Panel Minutes 23.02.2022		

Recommendation in Full

1. That the Panel confirm the Habitats Regulation Assessment in Appendix 1 of this report.
2. Delegate to the Head of Planning & Economic Development to grant planning permission subject to the planning conditions recommended at the end of this report and the completion of a S.106 Legal Agreement to secure:
 - i. An agreement between the applicant and the Council under s.278 of the Highways Act to undertake a scheme of works or provide a financial contribution towards site specific transport contributions for highway improvements, including a Traffic Regulation Order (if required) and the reinstatement of the dropped kerb, in the vicinity of the site in line with Policy SDP4 of the City of Southampton Local Plan Review (as amended 2015), policies CS18 and CS25 of the adopted LDF Core Strategy (as amended 2015) and the adopted Developer Contributions SPD (April 2013);
 - ii. The 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.
 - iii. A scheme of measures or a financial contribution to mitigate against the pressure on European designated nature conservation sites in accordance with Policy CS22 of the Core Strategy and the Conservation of Habitats and Species Regulations 2010.
3. That the Head of Planning & Economic Development be given delegated powers to add, vary and /or delete relevant parts of the Section 106 agreement and/or conditions as necessary. In the event that the legal agreement is not completed within a reasonable period following the Panel meeting, the Head of Planning & Economic Development 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 site comprises a prominent corner plot at the junction of Newtown Road, Weston Lane, Upper Weston Lane and Wrights Hill. A railway line runs to the rear of the site.
- 1.2 The site is occupied by a detached two storey building with a retail use at ground floor and an associated three bedroom flat at first floor. At present the site frontage is used for customer parking, with the rear of the site in use for ancillary parking/storage for the retail and residential elements.

2. Proposal

- 2.1 This application follows a previously approved scheme last year which proposed the enlargement of the existing building on site through extensions and alterations to achieve a building of 3 storeys in height and providing 7 flats with 2 parking spaces (LPA 20/00681/FUL refers). Following that previous approval, the applicant has reviewed the feasibility of that scheme and now seeks to achieve a very similar development but by way of redevelopment of the site. The current

proposal now involves demolishing the existing building on site and erecting a new 3 storey building to the same design, scale and layout as the previously approved scheme.

- 2.2 The proposed new building would appear almost identical to the previously approved scheme in terms of the footprint, massing and elevations of the building. The site layout with two parking spaces, turning area and bin area to the front, and amenity space for the proposed flats provided to the rear remains the same as previously approved. The number and mix of flats proposed remain the same as the previously approved scheme. The 7 flats proposed are still comprised of 4x 1-bed flats, 2x 2-bed flats and 1x 3-bed flat.
- 2.3 There are minor changes to the position of internal walls of each of the flats, but these do not compromise the quality of the living environment, nor would they impact the proposed number or arrangement of windows from that of the previously approved scheme.

3. Relevant Planning Policy

- 3.1 The Development Plan for Southampton currently comprises the “saved” policies of the City of Southampton Local Plan Review (as amended 2015) and the City of Southampton Core Strategy (as amended 2015) and the City Centre Action Plan (adopted 2015). The most relevant policies to these proposals are set out at ***Appendix 1***.
- 3.2 The National Planning Policy Framework (NPPF) was revised in 2021. Paragraph 219 confirms that, where existing local policies are consistent with the NPPF, they can be afforded due weight in the decision-making process. The Council has reviewed the Development Plan to ensure that it is in compliance with the NPPF and are satisfied that the vast majority of policies accord with the aims of the NPPF and therefore retain their full material weight for decision making purposes, unless otherwise indicated.

4. Relevant Planning History

- 4.1 There have been various applications for this site pre-1999, relating to advertising and changes of use for the existing commercial unit. These application records have not been included here, as they are not directly relevant to this current application.
- 4.2 The only relevant application record is the recent approval of an almost identical scheme for a 3 storey building providing 7 flats which was approved by the Planning and Rights of Way Panel in February 2021 (20/00681/FUL – “Alterations and extension of existing building to form 7 flats (4 x 1 bed flats, 2 x 2 bed flats and 1 x 3 bed flat)”).
- 4.3 This previously approved scheme involved the alteration and extension of the existing building to provide the consented 7 flats. Following a feasibility review of delivering that previously approved scheme, the applicant has revised the design and now proposes to demolish the existing building and erect a replacement 3 storey building containing 7 flats that is almost identical to the previous approval.

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 and erecting a site notice (03.12.2021). At the time of writing the report **11 representations** have been received from surrounding residents.

The following is a summary of the points raised:

- 5.2 ***Insufficient on-site parking spaces for the number of flats proposed. No provision for electric vehicle charging.***

Response

The application provides 2 parking spaces for the 7 flats, as previously approved under 20/00681/FUL. The application has been supported with a parking survey, showing that there is parking capacity in the local area to accommodate potential overspill parking. The parking layout and sightlines remain as previously approved.

- 5.3 ***Parking survey inadequate due to its age (March 2020), being undertaken during lockdown, and not correctly reflecting the current high traffic levels.***

Response

Concern has been raised that the parking survey was undertaken at times when traffic around the site was low (05:15 Sunday and 22:15 Monday). The survey is not intended to assess traffic movements but seeks to establish whether there is sufficient on-road parking capacity to meet the needs of the proposed development. The survey times comply with Council guidance in undertaking parking surveys at times when uptake of on-road parking is high (typically between 22:00 and 06:00 when residents are most likely to utilise on-road parking).

This survey is the same March 2020 survey as was approved under the previous scheme, and there has been no change in the overall quantum of development or number of units proposed. Whilst this survey is over a year old, there have been no significant developments in the area since that date that are considered to impact day-to-day parking availability. The fact that the parking survey was conducted during lockdown gives a more accurate representation of the peak parking demand when most people are at home. It is noted that this would not capture the additional pressure caused by the school. The Council has already supported the proposed parking arrangement when it approved the previous scheme. This issue is discussed in more detail in section 6 below.

- 5.4 ***The proposed site entrance is too near the junction and the additional cars will exacerbate problems here.***

Response

The parking layout, site entrance and sightlines for vehicles leaving the site remain as previously approved under 20/00681/FUL. The Highways Development Management team have no objections to the proposal. It is also noted that the existing retail parking arrangement results in a high number of vehicle movements in close proximity to the junction. The current proposal is considered to reduce the number of vehicular movements, particularly removing the need to reverse onto the highway, due to the provision of an on-site turning area and reduction in parking spaces. The Council has already supported the highways impact when it approved the previous scheme.

5.5 ***Loss of local shop.***

Response

While the Council supports the retention of local community facilities where possible, it is noted that the site is not allocated for a particular use and the surrounding area is residential in nature. It is not considered that the residential use of the site is objectionable in principle and the shop could close, or exercise prior approval benefits, at any time and is not afforded protection through Planning policy. The Council has already supported the loss of the shop when it approved the previous scheme.

5.6 ***Noise and disruption during construction.***

Response

Construction traffic, noise and disruption is typically temporary, nevertheless, a condition has been proposed to secure a demolition statement, a construction environment management plan and to limit hours of construction on site to protect the amenity of neighbouring residents. The Council has already accepted that the development can be undertaken without undue disruption when it approved the previous scheme.

Consultation Responses

5.7 **SCC Highways** – No objection.

The proposed change of use will reduce trips compared to the existing retail use. On-site turning space is welcomed to prevent reversing onto the highway and should be secured by condition to allow for turning / grocery deliveries etc. Restrict front boundary height to no more than 600mm. Double yellow lines to the junction should be secured via S106. Refuse and cycle storage are acceptable in principle, subject to more details being secured. The parking survey suggests there is sufficient on street parking available to accommodate overspill parking. Whilst the parking survey is from March 2020, it is not necessarily out of date, as long as there have been no significant recent developments that would change the findings. Request conditions to secure the parking and turning layout, further details of sightlines, and front boundary height restriction.

5.8 **Archaeology** – The proposal has the potential to threaten archaeological deposits. A written scheme of investigation (WSI) compiled for the previous application 20/00681/FUL has been submitted and approved, however it will need updating to reflect the current proposal and as such suitable conditions are recommended to ensure appropriate investigation/recording.

5.9 **CIL** – The development is CIL liable as there is a net gain of residential units.

5.10 **Ecology** – The existing site has negligible biodiversity value. A condition is recommended to secure simple biodiversity enhancements by way of an Ecological Mitigation Statement.

5.11 **Environmental Health** – No objection subject to conditions to secure a Demolition Statement and Construction Management Plan.

- 5.12 **Sustainability** – No objection subject to Energy and Water pre-commencement and performance conditions to ensure compliance with core strategy policy CS20.
- 5.13 **Southern Water** – No objection in principle, subject to investigation and protection of public water main and public sewer. Request condition to secure this. An application to Southern Water will be required for connection to the public foul sewer.
- 5.14 **Cllr Payne (summary)** – No objection in principle, however the parking provision is inadequate. There is existing parking pressure due to the nearby school. Concerns regarding safety of nearby junction.

Officer Response

The Council's standards allow for this level of car parking, and the previous extant permission was approved with the same arrangement for the same level of development.

6.0 Planning Consideration Key Issues

- 6.1 The key issues for consideration in the determination of this planning application are:
- The principle of development;
 - Design and effect on character;
 - Residential amenity;
 - Parking highways and transport; and,
 - Mitigation of direct local impacts

6.2 Principle of Development

- 6.2.1 The principle of development was established when the Council approved the earlier scheme for 7 flats (20/00681/FUL refers). The site is not allocated for additional housing and, therefore, this proposal would represent windfall housing development. The Local Development Framework Core Strategy identifies the Council's current housing need and this scheme would assist the Council in meeting its targets. The City has a housing need. As detailed in Policy CS4 an additional 16,300 homes need to be provided within the City between 2006 and 2026.
- 6.2.2 Policy CS5 of the Core Strategy confirms that in medium accessibility locations such as this, density levels should generally accord with the range of 50-100 dwellings per hectare although caveats this in terms of the need to test the density in terms of the character of the area and the quality and quantity of open space provided. Following the proposal the site would have a residential density of 101 dwellings per hectare. This is the same level of development as the previously approved scheme. Maximising previously developed land with high density residential schemes is an underlying principle of local and national planning policy.
- 6.2.3 The principle of the loss of the existing retail unit was established under the previously approved scheme 20/00681/FUL. The site is not located in a defined primary or secondary shopping frontage and the proposal includes a number of visual benefits to the site frontage which can only be realised through the loss of the retail use which is therefore considered acceptable in this instance.

6.2.4 The proposal includes a replacement 3 bedroom flat with access to rear amenity space (48sqm), therefore there is no loss of family dwelling and the proposal complies with Policy CS16. The surrounding area is broadly residential in nature and no objection is raised to the principle of residential accommodation in this location. The key issues are the specifics of how the proposal integrates with the site and its surrounding context, which is considered in more detail below.

6.3 Design and effect on character

6.3.1 The application site is situated in a primarily residential area, with a mix of different dwelling types. The site forms of corner plot between Newtown Road and Weston Lane/Upper Weston Lane and is prominently visible from both frontages.

6.3.2 The proposed 3 storey building copies the scale, footprint, height and design of the previously approved scheme under ref 20/00681/FUL, achieving this development by way of demolition of the existing unit and erection of new 3 storey building, rather than by altering and extending the existing building on site. The proposed elevations are the same as previously approved.

6.3.3 The particular circumstances of this corner plot location, and the existing 3 storey development opposite the site, suggest there is capacity for increasing the building massing on site and the accommodation to third storey level.

6.3.4 Given that the currently proposed new 3 storey building matches the design, scale, form, and layout of the previously approved scheme, and the nearby 3 storey development, it is not considered that the proposal would be harmful in the context of the surrounding built form.

6.3.5 Substantial improvements would be made to the street scene through new landscaping to the frontage and a new boundary wall. In addition, the existing hardstanding parking and storage areas to the rear of the site would be improved by being replaced with new amenity areas for the proposed flats and the proposal would result in the removal of the existing large advertising board to the west elevation, which is welcomed. Overall, it is considered these improvements to the overall appearance of the site represent substantial benefits to the character and appearance of the local area. The Council reached the same conclusion when it approved 20/00681/FUL.

6.4 Residential amenity

6.4.1 The application proposes 2 flats at ground floor (1x 3-bed and 1x 2-bed) which both have access to their own private amenity space (48sq.m and 26sq.m respectively). The remaining 5 flats (4x 1-bed, 1x 2-bed) share the remaining 95sq.m to the rear (76sq.m of useable amenity space when excluding the cycle store). Flats 4 and 5 additionally have 4.5sq.m of balcony space and Flats 6 and 7 have 3sq.m of balcony space. Flat 3 (1 bed) is the only flat without its own private amenity space, although residents can utilise the communal space at the rear of the site. This arrangement is the same as the previously approved scheme and is fairly typical for flatted developments.

6.4.2 The Council's Residential Design Guide seeks 20sq.m of amenity space per unit. As with the previously approved scheme, the site provides 170sq.m of amenity

space in total averaging at 24.3sq.m per unit. The two larger amenity spaces for the 3-bed and 2-bed units exceed this threshold, while the remaining 2-bed and 1-bed units fall marginally under this, using balconies and the communal space (18.8sq.m per unit). Notwithstanding this, it is noted that the larger communal amenity space area to the rear is a spacious, functional and accessible space which would serve the needs of the proposed occupiers.

6.4.3 On balance it is considered that providing a larger amenity provision for the ground floor units is an acceptable use of the land available on the site and overall the development provides a high quality living environment for future occupiers.

6.4.4 In terms of internal living environment, the property relies on outlook to the front, rear and side (towards Weston Lane). The position, size and number of windows are the same as in the previously approved scheme. The windows proposed on the south east elevation serve as secondary windows or to non-habitable rooms and as such it is reasonable to impose a condition securing obscure glazing for these windows to minimise the potential for overlooking of the neighbouring site. While the outlook of some of the ground floor rooms is somewhat constrained by the landscaping arrangements, it is considered that the proposal provides a generally good quality of overall outlook for the proposed occupiers.

6.4.5 In terms of internal amenity, the Council has not adopted the Nationally Described Space Standards (NDSS), however they do serve as an indicator of the quality of residential environment. Each of the proposed flats would meet or exceed these standards and, overall, it is considered that the internal living environment for future occupiers is acceptable.

6.4.6 There are some minor amendments to the internal layout of the flats, however these amendments do not compromise the light, outlook or quality of the residential environment. As shown in the table below, the proposed floorspaces remain either the same, or slightly higher than in the previously approved scheme, except for Flat 3 which loses just 1sqm, however this still complies with the NDSS minimum standard and does not compromise the quality of the living environment.

Accommodation	NDSS Space Standard (sqm)	Currently proposed (sqm)	Previously approved (sqm)
Flat 1: 3 bedrooms	74 (4 people) 86 (5 people) 95 (6 people)	93	93
Flat 2: 2 bedrooms	61 (3 people) 70 (4 people)	72	71
Flat 3: 1 bedroom	37 (1 person) 50 (2 people)	50	51
Flat 4: 1 bedroom	39 (1 person) 50 (2 people)	42	41
Flat 5: 2 bedrooms	61 (3 people) 70 (4 people)	72	70
Flat 6: 1 bedroom	39 (1 person) 50 (2 people)	66	65

Flat 7: 1 bedroom	39 (1 person) 50 (2 people)	49	49
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6.4.7 In terms of neighbouring occupiers, the site is well set back from properties on three sides of the site given the spacious plot. The proposed additional massing closer to the boundary with adjacent residential property at 8 Newtown Road would have some impact, however this property is set further back from the road, with an existing outbuilding to the front of the site. Taking into account the layout and relationship with the new development it is not felt that the additional massing would prove substantially harmful.

6.4.8 For the reasons laid out above it is considered that the proposal would have an acceptable impact on the amenities of both existing residents and provide a reasonable quality of living environment for the proposed occupiers.

6.5 Parking highways and transport

6.5.1 The site is situated in an area with a number of existing highway pressures, in terms of both the existing parking demand, the nearby junction which serves as a key through route for traffic and the pressure from the nearby school.

6.5.2 The existing retail use on site has off-road parking and generates a number of trips to the site. The existing layout of the access and proximity to the junction are not ideal with regard to vehicular movements and associated servicing of the commercial premises. The intensification of the residential use is likely to lead to its own separate pattern of impacts, however the reduction in the number of parking spaces and the provision of a turning area will help to reduce the volume of traffic to and from the site and will prevent the need for vehicles to reverse onto the highway near this busy junction.

6.5.3 With regard to highways safety and the relationship with the nearby junction, the Council's Highways team negotiated alterations to the proposed landscaping arrangement under the previously approved scheme to ensure suitable sightlines were retained to the north-east. These negotiated changes have been retained on the current plans, as per the previously approved scheme, and a condition is recommended to secure these sightlines.

6.5.4 A statement has been submitted with the application to outline how the transport needs of the occupiers will be met. The site has close access to nearby public transport options and appropriate cycle storage can be secured to encourage alternative forms of transport.

6.5.5 The application proposes a total of 7 units on site (4x 1-bed flats, 2x 2-bed flats and 1x 3-bed flats). The maximum standards set in the Council's Parking Standards SPD equate to a maximum parking standard of 10 spaces, as the site is not within an area of high accessibility. The application proposes 2 on-site parking spaces, which is the same ratio of provision as the previously approved scheme. Provision of less than the maximum standard can be acceptable, if developers can demonstrate that there is sufficient on street parking capacity.

- 6.5.6 The applicant undertook a parking survey under the original application to assess the existing uptake of on-street parking and demonstrate sufficient capacity to accommodate the shortfall of 8 parking spaces. Two surveys were undertaken (Sunday 1st March at 05:15 and Monday 2nd March at 22:15). The first survey found 29 spaces within the 200m radius and the second found 28 spaces free within the 200m radius. Whilst the survey was completed in 2020, there have been no significant developments in the local area that would suggest this situation has significantly changed since that time and the Highways team have no objection to using this survey again, as the nature of the development has not changed. As such, there appears to be sufficient on-street capacity to accommodate the additional needs of the development.
- 6.5.7 It is noted that a recent consented scheme on the other side of the junction (The Conifers Wrights Hill, 19/01963/FUL) is under construction. This scheme was taken into consideration under the previous approval for 2 Newtown Road. This development provides 2 on-site parking spaces per dwelling to meet the maximum parking standards, in addition to informal provision for additional visitor parking. As such, it is not considered that this development would substantially alter the existing on-street parking demand.
- 6.5.8 Whilst the parking survey has noted the existence of nearby schools, the timings of the parking survey have not accounted for the school traffic. In terms of the application site, this is less likely to affect residents direct ability to find a parking space given the narrow window of school drop off and pick up times, but could potentially exacerbate the existing pressure around these times meaning parents and children may need to park further from the school, or exacerbate existing amenity issues for nearby residents.
- 6.5.9 The application has proposed locations for refuse and cycle stores to meet the needs of the proposed units with acceptable access and layout. Further details of the precise appearance and specifics of these structures should be secured by a suitable condition.
- 6.5.10 On balance, given the previously approved scheme, the available overnight on-street parking capacity and the overall improvements over the existing situation of vehicular movements and servicing close to the junction, the proposal is not considered to cause significant harm in terms of highways amenity or safety.

6.6 Mitigation of direct local impacts

- 6.6.1 Given the scale and impact of the development, the application needs to address and mitigate the additional pressure on the social and economic infrastructure of the city, in accordance with Development Plan policies and the Council's adopted Planning Obligations SPD (2013). A Section 106 legal agreement with the applicant will seek to secure these. In addition the scheme triggers the Community Infrastructure Levy.
- 6.6.2 Furthermore, to address its impact on European designates sites for nature conversation, the application is delegated for approval subject to the payment of a contribution towards the Bird Aware Solent scheme. The proposed development, as a residential scheme, has been screened (where mitigation measures must now be disregarded) as likely to have a significant effect upon European designated sites due to an increase in recreational disturbance along the coast and in the New

Forest. Accordingly, a Habitats Regulations Assessment (HRA) has been undertaken, in accordance with the requirements under Regulation 63 of the Conservation of Habitats and Species Regulations 2017, see **Appendix 1**. The HRA concludes that, provided the specified mitigation of a Solent Recreation Mitigation Strategy (SRMP) contribution and a minimum of 5% of any CIL taken directed specifically towards Suitably Accessible Green Space (SANGS), the development will not adversely affect the integrity of the European designated sites.

7. Summary

- 7.1 The application proposes to erect a new 3 storey building that will appear almost identical to the previously approved scheme on this site, with the same number of flats, parking provision and site layout. The minor internal changes to the layout of the flats do not compromise the quality of the residential environment and there are no additional impacts on neighbouring residents over the previously consented scheme.
- 7.2 No objection is raised to the principle of the residential use of the site and loss of the existing retail use. The proposal represents significant improvements to the visual appearance of the site within its surroundings including the site frontage and appearance of the building in its residential environment. The proposals provide an acceptable quality of living environment for the proposed occupiers without harmful impact on the amenities of nearby properties. While it is accepted that the area surrounding the site is under a number of pressures with regard to on-road parking and highways safety, it is not considered that the proposal would result in substantial harm in this regard. On the contrary the proposal should improve the visual appearance of the streetscene and remove conflicting vehicle movements associated with the existing shop.

8. Conclusion

- 8.1 It is recommended that planning permission be granted subject to a Section 106 agreement and conditions set out below.

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) (e) (f) (g) 4.(f) (g) (vv) 6. (a) (b) 7. (a)

AC for 15/02/2022 PROW Panel

PLANNING CONDITIONS to include:

01. Full Permission Timing Condition (Performance)
The development hereby permitted shall begin no later than three years from the date on which this planning permission was granted.
Reason: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended).
02. 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. Details of building materials to be used (Pre-Commencement Condition)

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

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

04. Landscaping, lighting & means of enclosure detailed plan (Pre-Commencement)

Notwithstanding the submitted details, before the commencement of any site works a detailed landscaping scheme and implementation timetable shall be submitted to and approved by the Local Planning Authority in writing, 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 and agreed in advance);
- iv. details of any proposed boundary treatment, including retaining walls and;
- v. a landscape management scheme.

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

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

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

05. Sightlines specification (Pre-Commencement)
Further details of sightlines and visibility splays for vehicles exiting the application site, and for vehicles turning left into Newtown Road, shall be submitted to and approved in writing by the Local Planning Authority. The sightlines and visibility splays shall then be provided in accordance with the approved plans prior to first occupation of the building hereby approved and shall be retained thereafter for the life of the development. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 no fences walls or other means of enclosure shall be erected above a height of 0.6m above ground level within the sight line splays or along the length of the front boundary line.
Reason: To provide safe access to the development, to prevent congestion on the highway and to preserve pedestrian sightlines.
06. On Site Turning (Pre-Occupation)
The proposed on site parking for 2 vehicles and access (including on-site turning space) shall be provided in accordance with the details hereby approved prior to the occupation of the development hereby approved. The site shall be maintained in accordance with these details as such thereafter and the on site turning space shall be clearly marked out and kept clear for this purpose with no parking at any times.
Reason: In the interest of highways safety so that vehicles do not need to reverse out onto this junction and to ensure that parking is provided.
07. Refuse & Recycling (Pre-Commencement)
Prior to the commencement of development, details of storage for refuse and recycling, together with the access to it, shall be submitted to and approved in writing by the Local Planning Authority. The storage shall be provided in accordance with the agreed details before the development is first occupied and thereafter retained as approved. Unless otherwise agreed by the Local Planning Authority, except for collection days only, no refuse shall be stored to the front of the development hereby approved.
Reason: In the interests of visual amenity, the amenities of future occupiers of the development and the occupiers of nearby properties and in the interests of highway safety.
- Note to applicant: In accordance with para 9.2.3 of the Residential Design Guide (September 2006): if this development involves new dwellings, the applicant is liable for the supply of refuse bins, and should contact SCC refuse team at Waste.management@southampton.gov.uk at least 8 weeks prior to occupation of the development to discuss requirements.
08. Cycle storage facilities (Pre-Commencement Condition)
Before the development hereby approved first comes into occupation, secure and covered storage for bicycles shall be provided in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. The storage shall be thereafter retained as approved.
Reason: To encourage cycling as an alternative form of transport.
09. Construction Environment Management Plan (Pre-Commencement)
Prior to the commencement of any development or demolition works, details shall be submitted to and approved in writing by the Local Planning Authority making provision for a Construction Environment Management Plan. 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. The

Construction Environment Management Plan shall include details of:

- a. parking of vehicles of site personnel, operatives and visitors;
- b. loading and unloading of plant and materials;
- c. storage of plant and materials, including cement mixing and washings, used in constructing the development;
- d. treatment of all relevant pedestrian routes and highways within and around the site throughout the course of construction and their reinstatement where necessary;
- e. measures to be used for the suppression of dust and dirt throughout the course of construction;
- f. details of construction vehicles wheel cleaning; and,
- g. details of how noise emanating from the site during construction will be mitigated.
- h. Details of the timing and management of construction deliveries so as to avoid key school pick up and drop off times.

The approved Construction Management Plan shall be adhered to throughout the development process unless agreed otherwise in writing by the local planning authority. Reason: In the interest of health and safety, protecting the amenity of local land uses, neighbouring residents, the character of the area and highway safety.

10. Demolition Statement (Pre-Commencement Condition)

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

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

111. Ecological Mitigation Statement (Pre-Commencement)

Prior to development commencing, including site clearance, the developer shall submit a programme of habitat and species mitigation and enhancement measures, which unless otherwise agreed in writing by the Local Planning Authority shall be implemented in accordance with the programme before any demolition work or site clearance takes place. The agreed mitigation measures shall be thereafter retained as approved.

Reason: To safeguard protected species under the Wildlife and Countryside Act 1981 (as amended) in the interests of preserving and enhancing biodiversity.

12. Public Sewer protection (Pre-commencement)

Prior to the commencement of development, details of the measures to protect the public sewer from damage during the demolition and construction shall be submitted to and approved by the Local Planning Authority in writing. The measures shall be implemented as approved for the duration of demolition and construction works.

Reason: To safeguard the public sewer.

13. Energy & Water [Pre-Construction]

With the exception of site clearance, demolition and preparation works, no development works shall be carried out until written documentary evidence demonstrating that the development will achieve a minimum 19% improvement over current Building Regulation part L Target Emission Rate requirements and 105 Litres/Person/Day internal water use. SCC Energy Guidance for New Developments should be followed. Design stage SAP calculations and a water efficiency calculator shall be submitted to the Local Planning Authority for its approval, unless an otherwise agreed timeframe is agreed in writing by the LPA.

Reason: To ensure the development minimises its overall demand for resources and to demonstrate compliance with policy CS20 of the Local Development Framework Core Strategy Development Plan Document Adopted Version (Amended 2015).

14. Energy & Water [Performance]

Within 6 months of any part of the development first becoming occupied, written documentary evidence proving that the development has achieved at minimum 19% improvement over current Building Regulations Target Emission Rate (TER) requirements and 105 Litres/Person/Day internal water use in the form of final SAP calculations and water efficiency calculator and detailed documentary evidence confirming that the water appliances/fittings have been installed as specified shall be submitted to the Local Planning Authority for its approval. It should be demonstrated that SCC Energy Guidance for New Developments has been considered in the construction.

REASON: To ensure the development has minimised its overall demand for resources and to demonstrate compliance with Policy CS20 of the Adopted Core Strategy (Amended 2015).

15. Archaeological evaluation/watching brief investigation (Pre-Commencement)

No development t (apart from above-ground demolition) 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.

16. Archaeological watching brief work programme (Performance)

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

17. Obscure Glazing (Performance Condition)

All windows in the south-east side elevation, located at first floor level and above of the hereby approved development, shall be obscurely glazed and fixed shut up to a height of 1.7 metres from the internal floor level before the development is first occupied. The windows shall be thereafter retained in this manner.

Reason: To protect the amenity and privacy of the adjoining property.

18. Use of uncontaminated soils and fill (Performance)

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

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

19. Unsuspected Contamination (Performance)

The site shall be monitored for evidence of unsuspected contamination throughout construction. If potential contamination is encountered that has not previously been identified, no further development shall be carried out unless otherwise agreed in writing by the Local Planning Authority. Works shall not recommence until an

assessment of the risks presented by the contamination has been undertaken and the details of the findings and any remedial actions has been submitted to and approved by the Local Planning Authority. The development shall proceed in accordance with the agreed details unless otherwise agreed in writing by the Local Planning Authority.

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

20. Hours of work for Demolition / Clearance / Construction (Performance)

All works relating to the demolition, clearance and construction of the development hereby granted shall only take place between the hours of:

Monday to Friday 08:00 to 18:00 hours

Saturdays 09:00 to 13:00 hours

And at no time on Sundays and recognised public holidays.

Any works outside the permitted hours shall be confined to the internal preparations of the buildings without audible noise from outside the building, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect the amenities of the occupiers of existing nearby residential properties.

NOTES TO APPLICANT

1. Southern Water

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

2. Network Rail

Due to the close proximity of the proposed development to Network Rail land, Network Rail recommends the developer contacts AssetProtectionWessex@networkrail.co.uk prior to any works commencing on site, and also to agree an Asset Protection Agreement with us to enable approval of detailed works. More information can also be obtained from our website www.networkrail.co.uk/running-the-railway/looking-after-the-railway/asset-protection-and-optimisation/.

3. Community Infrastructure Liability (Approval)

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

Habitat Regulation Assessment (HRA)
 Screening Matrix and Appropriate Assessment Statement

PLEASE NOTE: Undertaking the HRA process is the responsibility of the decision maker as the Competent Authority for the purpose of the Habitats Regulations. However, it is the responsibility of the applicant to provide the Competent Authority with the information that they require for this purpose.

HRA completion date:	See Main Report
Application reference:	See Main Report
Application address:	See Main Report
Application description:	See Main Report
Lead Planning Officer:	See Main Report
Please note that all references in this assessment to the 'Habitats Regulations' refer to The Conservation of Habitats and Species Regulations 2017.	

Stage 1 - details of the plan or project	
European site potentially impacted by planning application, plan or project:	Solent and Southampton Special Protection Area (SPA) and Ramsar site. Solent Maritime Special Area of Conservation (SAC). Collectively known as the Solent SPAs. New Forest SAC, SPA and Ramsar site.
Is the planning application directly connected with or necessary to the management of the site (if yes, Applicant should have provided details)?	No. The development consists of an increase in residential dwellings, which is neither connected to nor necessary to the management of any European site.
Are there any other projects or plans that together with the planning application being assessed could affect the site (Applicant to provide details to allow an 'in combination' effect to be assessed)?	Yes. All new housing development within 5.6km of the Solent SPAs is considered to contribute towards an impact on site integrity as a result of increased recreational disturbance in combination with other development in the Solent area. Concerns have been raised by Natural England that residential development within Southampton, in combination with other development in the Solent area, could lead to an increase in recreational disturbance within the New Forest. This has the potential to adversely impact site integrity of the New Forest SPA, SAC and Ramsar site. The PUSH Spatial Position Statement (https://www.push.gov.uk/work/planning-and-infrastructure/push-position-statement/) sets out the scale and distribution of housebuilding which is being planned for across South Hampshire up to 2034.

Stage 2 - HRA screening assessment

Screening under Regulation 63(1)(a) of the Habitats Regulations – The Applicant to provide evidence so that a judgement can be made as to whether there could be any potential significant impacts of the development on the integrity of the SPA/SAC/Ramsar.

Solent SPAs

The proposed development is within 5.6km of the collectively known European designated areas Solent SPAs/Ramsar sites. In accordance with advice from Natural England and as detailed in the Solent Recreation Mitigation Strategy, a net increase in housing development within 5.6km of the Solent SPAs is likely to result in impacts to the integrity of those sites through a consequent increase in recreational disturbance.

Development within the 5.6km zone will increase the human population at the coast and thus increase the level of recreation and disturbance of bird species. The impacts of recreational disturbance (both at the site-scale and in combination with other development in the Solent area) are analogous to impacts from direct habitat loss as recreation can cause important habitat to be unavailable for use (the habitat is functionally lost, either permanently or for a defined period). Birds can be displaced by human recreational activities (terrestrial and water-based) and use valuable resources in finding suitable areas in which to rest and feed undisturbed. Ultimately, the impacts of recreational disturbance can be such that they affect the status and distribution of key bird species and therefore act against the stated conservation objectives of the European sites.

The New Forest

The New Forest National Park attracts a high number of visitors (13.3 million annually), and is notable in terms of its catchment, attracting a far higher proportion of tourists and non-local visitors than similar areas such as the Thames Basin and Dorset Heaths. Research undertaken by Footprint Ecology, Sharp, J., Lowen, J. and Liley, D. (2008) Changing patterns of visitor numbers within the New Forest National Park, with particular reference to the New Forest SPA. (Footprint Ecology.), indicates that 40% of visitors to the area are staying tourists, whilst 25% of visitors come from more than 5 miles (8km) away. The remaining 35% of visitors are local day visitors originating from within 5 miles (8km) of the boundary.

The report states that the estimated number of current annual visits to the New Forest is predicted to increase by 1.05 million annual visits by 2026 based on projections of housing development within 50km of the Forest, with around three quarters (764,000) of this total increase originating from within 10km of the boundary (which includes Southampton).

Residential development has the potential to indirectly alter the structure and function of the habitats of the New Forest SAC, SPA and Ramsar site breeding populations of nightjar, woodlark and Dartford warbler through disturbance from increased human and/or dog activity. The precise scale of the potential impact is currently uncertain however, the impacts of recreational disturbance can be such that they affect the breeding success of the designated bird species and therefore act against the stated conservation objectives of the European sites.

Stage 3 - Appropriate Assessment

Appropriate Assessment under Regulation 63(1) - if there are any potential significant impacts, the applicant must provide evidence showing avoidance and/or mitigation measures to allow an Assessment to be made. The Applicant must also provide details which demonstrate any long term management, maintenance and funding of any solution.

Solent SPAs

The project being assessed would result in a net increase of dwellings within 5.6km of the Solent SPAs and in accordance with the findings of the Solent Recreation Mitigation Strategy, a permanent significant effect on the Solent SPAs due to increase in recreational disturbance as a result of the new development, is likely. This is contrary to policy CS 22 - Promoting Biodiversity and Protecting Habitats, of the Southampton Core Strategy Partial Review, which states that,

Within Southampton the Council will promote biodiversity through:

1. Ensuring development does not adversely affect the integrity of international designations, and the necessary mitigation measures are provided; or the development otherwise meets the Habitats Directive;

In line with Policy CS22, in order to lawfully be permitted, the development will need to include a package of avoidance and mitigation measures.

Southampton City Council formally adopted the Solent Recreation Mitigation Strategy (SRMP) in March 2018. The SRMP provides a strategic solution to ensure the requirements of the Habitats Regulations are met with regard to the in-combination effects of increased recreational pressure on the Solent SPAs arising from new residential development. This strategy represents a partnership approach to the issue which has been endorsed by Natural England.

As set out in the Solent Recreation Mitigation Strategy, an appropriate scale of mitigation for this scheme would be:

Size of Unit	Scale of Mitigation per Unit
1 Bedroom	£361.00
2 Bedroom	£522.00
3 Bedroom	£681.00
4 Bedroom	£801.00
5 Bedroom	£940.00

Therefore, in order to deliver an adequate level of mitigation, the proposed development will need to provide a financial contribution in accordance with the table above, to mitigate the likely impacts.

A legal agreement, agreed prior to the granting of planning permission, will be necessary to secure the mitigation package. Without the security of the mitigation being provided through a legal agreement, a significant effect would remain likely. Providing such a legal agreement is secured through the planning process, the proposed development will not affect the status and distribution of key bird species and therefore act against the stated conservation objectives of the European sites.

New Forest

The project being assessed would result in a net increase in dwellings within easy travelling distance of the New Forest and a permanent significant effect on the New Forest SAC, SPA and Ramsar, due to an increase in recreational disturbance as a result of the new

development, is likely. This is contrary to policy CS 22 - Promoting Biodiversity and Protecting Habitats, of the Southampton Core Strategy Partial Review, which states that,

Within Southampton the Council will promote biodiversity through:

1. Ensuring development does not adversely affect the integrity of international designations, and the necessary mitigation measures are provided; or the development otherwise meets the Habitats Directive;

In line with Policy CS22, in order to lawfully be permitted, the development will need to include a package of avoidance and mitigation measures.

At present, there is no scheme of mitigation addressing impacts on the New Forest designated sites, although, work is underway to develop one. In the absence of an agreed scheme of mitigation, the City Council has undertaken to ring fence 5% of CIL contributions to fund footpath improvement works within suitable semi-natural sites within Southampton. These improved facilities will provide alternative dog walking areas for new residents.

The proposed development will generate a CIL contribution and the City Council will ring fence 5% of the overall sum, to fund improvements to footpaths within the greenways and other semi-natural greenspaces.

Stage 4 – Summary of the Appropriate Assessment (To be carried out by the Competent Authority (the local planning authority) in liaison with Natural England

In conclusion, the application will have a likely significant effect in the absence of avoidance and mitigation measures on the above European and Internationally protected sites. The authority has concluded that the adverse effects arising from the proposal are wholly consistent with, and inclusive of the effects detailed in the Solent Recreation Mitigation Strategy.

The authority's assessment is that the application coupled with the contribution towards the SRMS secured by way of legal agreement complies with this strategy and that it can therefore be concluded that there will be no adverse effect on the integrity of the designated sites identified above.

In the absence of an agreed mitigation scheme for impacts on the New Forest designated sites Southampton City Council has adopted a precautionary approach and ring fenced 5% of CIL contributions to provide alternative recreation routes within the city.

This represents the authority's Appropriate Assessment as Competent Authority in accordance with requirements under Regulation 63 of the Conservation of Habitats and Species Regulations 2017, Article 6 (3) of the Habitats Directive and having due regard to its duties under Section 40(1) of the NERC Act 2006 to the purpose of conserving biodiversity. Consideration of the Ramsar site/s is a matter of government policy set out in the National Planning Policy Framework 2012.

Natural England Officer: Becky Aziz (email 20/08/2018)

Summary of Natural England's comments:

Where the necessary avoidance and mitigation measures are limited to collecting a funding contribution that is in line with an agreed strategic approach for the mitigation of impacts on European Sites then, provided no other adverse impacts are identified by your authority's appropriate assessment, your authority may be assured that Natural England

agrees that the Appropriate Assessment can conclude that there will be no adverse effect on the integrity of the European Sites. In such cases Natural England will not require a Regulation 63 appropriate assessment consultation.

POLICY CONTEXT

Core Strategy - (as amended 2015)

CS4	Housing Delivery
CS5	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 – (as amended 2015)

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
SDP22	Contaminated Land
H1	Housing Supply
H2	Previously Developed Land
H6	Housing Retention
H7	The Residential Environment
TI2	Vehicular Access

Supplementary Planning Guidance

Residential Design Guide SPD (2006)
Parking Standards SPD (2011)
Developer Contributions SPD (2013)

Other Relevant Guidance

The National Planning Policy Framework (2021)
The Southampton Community Infrastructure Levy Charging Schedule (2013)

Minutes of PROW Panel Meeting 23.02.2021 – Previous approval 20/00681/FUL**53. PLANNING APPLICATION - 20/00681/FUL - NEWTOWN ROAD**

The Panel considered the report of the Head of Planning and Economic Development recommending delegated authority be granted in respect of an application for a proposed development at the above address.

Alterations and extension of existing building to form 7 flats (4x 1-bed flats, 2x 2-bed flats and 1x 3-bed flats)

Chris Leeder, (local residents/ objecting), Neil March (agent), and Councillors Blatchford and Payne (ward councillors) were present and with the consent of the Chair, addressed the meeting. In addition, a written statement from Mr Rawlings was circulated to the Panel.

The presenting officer reported an amendment to the space standard as set out in the table in the report, noting that Flat 7 should read 43m² and Flat 6 should read as 56m². In addition, it was explained that the conditions required amending as set out below.

Upon being put to the vote the Panel confirmed the Habitats Regulation Assessment.

The Panel then considered the recommendation to delegate authority to the Service Lead: Infrastructure, Planning and Development to grant planning permission with the additional and amended conditions. Upon being put to the vote the recommendation was carried.

RECORDED VOTE to grant planning permission.

FOR: Councillors Coombs, L Harris, Prior, Savage and Windle

AGAINST: Councillor Mitchell

ABSTAINED: Councillor Vaughan

RESOLVED that the Panel:

- (i) confirmed the Habitats Regulation Assessment set out in Appendix 1 of the report.
- (ii) Delegated approval to the Head of Planning and Economic Development to grant planning permission subject to any amendments set out below and the completion of a S.106 Legal Agreement to secure:
 - a. An agreement between the applicant and the Council under s.278 of the Highways Act to undertake a scheme of works or provide a financial contribution towards site specific transport contributions for highway improvements, including a Traffic Regulation Order (if required) and the reinstatement of the dropped kerb, in the vicinity of the site in line with Policy SDP4 of the City of Southampton Local Plan Review (as amended 2015), policies CS18 and CS25 of the adopted LDF Core Strategy (as amended 2015) and the adopted Developer Contributions SPD (April 2013);
 - b. The 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.

- c. A scheme of measures or a financial contribution to mitigate against the pressure on European designated nature conservation sites in accordance with Policy CS22 of the Core Strategy and the Conservation of Habitats and Species Regulations 2010.
- (iii) In the event that the legal agreement is not completed within a reasonable period following the Panel meeting, the Head of Planning and Economic Development be authorised to refuse permission on the ground of failure to secure the provisions of the Section 106 Legal Agreement.
- (iv) That the Head of Planning and Economic Development be granted authority to add, vary and /or delete relevant parts of the Section 106 agreement and/or conditions as necessary.

Additional and Amended Conditions

Amended Condition

08 CONSTRUCTION MANAGEMENT PLAN (PRE-COMMENCEMENT)

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

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

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.

Additional Conditions

ON SITE TURNING

The proposed on site parking for 2 vehicles and access (including on-site turning space) shall be provided in accordance with the details hereby approved prior to the occupation of the development hereby approved. The site shall be maintained in accordance with these details as such thereafter and the on-site turning space kept clear for this purpose with no parking at any time.

REASON: In the interest of highways safety so that vehicles do not need to reverse out onto the junction and to ensure that parking is provided

ECOLOGICAL MITIGATION STATEMENT

Prior to the development commencing, the developer shall submit a programme of habitat and species mitigation and enhancement measures to be agreed in writing with the Local Planning Authority. The development shall be implemented in accordance with these details prior to the first occupation of the development hereby approved with the agreed scheme being retained as such thereafter.

REASON: To safeguard the ecological value of the surrounding area.