

Planning and Rights of Way Panel 29th January 2019
Planning Application Report of the Service Lead – Infrastructure, Planning and Development

Application address: Nanital, Hawthorn Road, Southampton			
Proposed development: Erection of a replacement single storey extension and the conversion of existing bungalow to create 2 x 2 bed chalet bungalows with associated car parking, bin and cycle storage.			
Application number	18/01858/FUL	Application type	FUL
Case officer	Anna Lee	Public speaking time	5 minutes
Last date for determination:	05/02/2019 (Extension of Time Agreed)	Ward	Portswood
Reason for Panel Referral:	More than five letters of objection have been received	Ward Councillors	Cllr Claisse Cllr Mitchell Cllr Savage
Applicant: Mr Rivett		Agent: Mr R Wiles - Concept Design & Planning	
Recommendation Summary		Delegate to Service Lead – Planning, Infrastructure & Development to grant planning permission subject to criteria listed in report	
Community Infrastructure Levy Liable		Yes	

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 such as the impact on the character of the area, impact on neighbouring residential properties, amount of parking and the loss of vegetation and habitat have been considered and are not judged to have sufficient weight to justify a refusal of the application, and where applicable conditions have been applied in order to satisfy these matters. The scheme is therefore judged to be in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and thus planning permission should therefore be granted. Policies - SDP1, SDP4, SDP5, SDP6, SDP7, SDP9, SDP10, SDP11, SDP12, SDP13, SDP14, SDP15, SDP16, SDP17, SDP22, H1, H2 and H7 of the City of Southampton Local Plan Review (Amended 2015) and CS4, CS6, CS13, CS16, CS18, CS19, CS20 and CS22 of the Local Development Framework Core Strategy Development Plan Document (Amended 2015).

Appendix attached			
1	Habitats Regulation Assessment	2	Development Plan Policies
3	Appeal Decision		

Recommendation in Full

1. That the Panel confirm the Habitats Regulation Assessment in **Appendix 1** of this report.
2. Delegate to the Service Lead to grant planning permission subject to the planning conditions recommended at the end of this report and
 - a) to secure financial contribution towards Solent Disturbance Mitigation Project (SDMP) 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, and
 - b) An amended parking layout to satisfy SCC Highways
3. That the Service Lead be given delegated powers to add, vary and /or delete relevant conditions as necessary. In the event the SDMP is not resolved the Service Lead will be authorised to refuse permission on the ground of failure to satisfy the requirements of the Conservation of Habitats and Species Regulations 2010 as required by LDF Policy CS22. Further delegation be given to refuse the application in the event that amended plans are not received to satisfy the highway concerns raised in relation to parking.

1 The site and its context

- 1.1 The site contains a detached 2 bedroom bungalow which is currently vacant. The property is the only dwelling on the south-west side of Hawthorn Road as the rest of the road is occupied by garages and rear gardens of Furzedown Road. Opposite the site is Highfield Church of England primary school. There are four other residential properties on Hawthorn Road, on the opposite side of the road to the application site, adjacent to the school.
- 1.2 The property is a single storey pitched roof, brick and rendered bungalow. The frontage is currently landscaped and there is a garage and drive to the side of the property which can accommodate two cars. The property has been extended to the side and the private garden area is located to the rear.
- 1.3 In terms of parking in the area, all the residential properties within Hawthorn Road benefit from off-road parking. However, the site lies within a residential parking zone (zone 12) which allows parking for more than two hours without a permit outside the hours of 8 am to 6 pm. Due to the location adjacent to the school and university high-levels of on-street parking is common.

2 Proposal

- 2.1 Full planning permission is sought to extend and convert the existing property to provide a pair of two bedroomed semi-detached chalet bungalows. The extensions include an increase in the height of the roof and the insertion of dormer windows facing the street. Each unit will have kitchen, living area and WC on the ground floor and at first floor two bedrooms and a bathroom. There will a double height void from the ground floor to the roof allowing views of the living room from the landing.
- 2.2 The materials proposed for the elevations are render and timber cladding with the dormers and the area under the ground floor front windows to be clad. The roof is to be tiled. The frontage is to be laid out to provide two parking space per unit. One unit will have tandem parking, similar to the existing, utilising the existing dropped kerb. The other unit would be served by two space sides by side along the frontage. The proposal does result in the addition of a double width driveway, which will result in the loss of one on-street parking space.

- 2.3 The proposal results in an approximate increase in height of two metres and a replacement side extension to continue the roof line to enable conversion. Approximately 50 sq.m of private amenity space for each unit is provided within the rear garden area. The resulting extension still provides a proposed footprint very similar to the existing footprint albeit the proposal is for a two storey development – with rooms in the roof. The proposal is only approximately half a metre longer across the plot than the current unit.

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). The most relevant policies to these proposals are set out at **Appendix 2**.
- 3.2 The National Planning Policy Framework (NPPF) came into force on 27th March 2012 and replaces the previous set of national planning policy guidance notes and statements. The Council has reviewed the Core Strategy to ensure that it is in compliance with the NPPF and are satisfied that the vast majority of policies accord with the aims of the NPPF and therefore retain their full material weight for decision making purposes, unless otherwise indicated.

4 Relevant Planning History

- 4.1 The bungalow was given permission on 05.11.1956 under planning permission 1093/59R1 and the side extension was approved under 1510/M24 on 29.06.1976.
- 4.2 Planning permission has previously been granted for the construction of new dwellings to the rear of 7-9 Furzedown Road (12/00345/TIME), following an allowed appeal (08/0110/FUL), and to the rear of 6 Furzedown Road (14/00037/FUL), fronting Hawthorn Road. These permissions have not been implemented and have now lapsed. The appeal decision is provided as Appendix 3.

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 placing a site notice on 19.10.2018. At the time of writing the report 6 representations have been received from surrounding residents and from the Head Teacher of Highfield Primary School which lies opposite the site. The following is a summary of the points raised:

5.2 *Overdevelopment*

Response

Policy CS5 of the Core Strategy indicates that densities of between 35 – 50 dph are appropriate for this area and the proposal has a density of 65 dwellings per hectare (dph). Although this is higher than the policy requirement, the policy confirms that these figures are guidelines and density must be assessed in the round with other issues including character and open space. The development can provide sufficient parking, amenity space and meets other adopted standards for residential design and, as such, the level of development is considered to be acceptable. This is discussed in more detail below, particularly as the existing building footprint is very similar to that proposed.

5.3 *Lack of parking and highway safety.*

Response

The proposal provides two parking spaces per unit in line with maximum standards. It is understood that one on-street parking space would be removed due to the position of the new access to the development. The area of road in front of the property does not lie within the resident parking bays but forms

undesigned parking. No objection has been raised to the loss of spaces or highway safety by the Highways Development Management team and the creation of an additional dwelling to meet a recognised need I considered to outweigh the loss of a parking space on street

5.4 ***Concern over noise***

Response

All residential properties have the potential to generate noise. However, the Council's Environmental Health team has not objected and the delivery of housing should not be held up due to concerns that some residents may be unneighbourly. The planning system should plan for reasonable behaviour. Planning conditions can be used to minimise disturbance during the construction phase.

5.5 ***Impact on the character due to the two-storey height and loss of landscaping to the frontage.***

Response

It is noted that the only other buildings along that side of Hawthorn Road are single storey garages and that the property is already different in appearance. The other residential properties on the opposite side of Hawthorn Road are two storey, as are the other properties on Oakhurst Road and Furzedown Road. Therefore the proposed chalet design providing two levels of accommodation does align with the two storey character of the area. It is understood that the proposal will result in the loss of landscaping to the frontage but a landscaping condition is suggested to provide trees and soften the appearance of the development.

The appeal decision in Appendix 3 is also relevant as the site's context has not changed significantly since the decision was made and the policies used to assess character remain the same. This decision concludes, in paragraph 5, that the mix of character in the area means that two-storey development could be accommodated to Hawthorn Road without appearing harmful. As such, it is considered that whilst the character will alter, this would not be a harmful change.

5.6 ***Overlook the school and alter neighbours light and outlook***

Response

The distance between the school and the front elevation of the dwelling is over 21 metres, in line with back-to-back separation distances set out in the Residential Design Guide Supplementary Planning Document (albeit no standards exist for this relationship). The document does not stipulate separation distances between properties across the street. Since the front elevations and curtilages of properties are visible from public vantage points, frontages are typically less private than the rear. On this basis, overlooking across the street is not considered to be harmful. In addition, the school benefits from vegetation screening to the front boundary and is set at a lower level to the street, limiting views into the premises. The development is, therefore, considered to be acceptable in this respect.

In terms of the impact of the development on residential neighbours, the side elevation of the proposed dwellings is nearly 26 metres away from the rear elevation of 11 and 12 Oakhurst Road and 30 metres away from the properties at Furzedown Road, therefore exceeding the adopted separation distances of 15 and 21 metres respectively. These standards are in place to protect the outlook, privacy and daylight to dwellings and, therefore, the proposal is not considered to detrimentally harm neighbouring occupiers.

5.7 ***Increase overcrowding/House Multiple Occupation (HMO)/increase in rented properties***

Response

The proposal is for two bedroom C3 dwellings and, therefore, could not be used as HMOs, which are defined as having three or more occupants and require planning

permission in their own right. The proposal provides one additional unit which would contribute to meeting housing need in the city. Officers are unaware as to whether the units will be rented or privately sold as it is not a relevant planning consideration that forms part of the planning application assessment.

5.8 ***Poor design***
Response

The changes to the existing property are relatively limited: the height of the building would be increased by 2 metres; the footprint of the existing building would be used; two dormer windows would be inserted into the front roofslope and; there would be new fenestration and cladding to the elevations. Having regard to the mixed character of the area and the fact that the existing dwelling is standalone within the street, it is not considered that the alterations would appear out-of-character. The use of dormers help to retain a low-rise appearance to the building and to minimise its impact on the surrounding area. The dormers are modest in terms of their projection and are set away from the eaves and ridge to ensure that they do not dominate the appearance of the roof.

5.9 ***Concerned that the development could impact great crested newt habitat***
Response

The Council's ecologist has advised that it is unlikely great crested newts will be present in the garden or the adjacent ones since they are all too intensively managed and provide little suitable habitat.

Consultation Responses

5.10 **SCC Highways** - The proposed development is acceptable in principle. However, the parking will need to be altered in the interests of highway safety. Firstly, the parking spaces must be 2.4m x 5m in order to avoid vehicles overhanging the highway. This can be addressed via a condition.

The new parking spaces on the southern end should be relocated northwards so it is away from the southern boundary where sightlines is reliant upon a neighbouring property. Due to the proximity of the school, it is especially important to provide best possible sightlines for the new access. This may require adjusting the refuse store and possibly main door depending on pedestrian route widths. A front low wall should be provided to secure the sightlines by the southern boundary (preferably 2m from the southern boundary).

The northern access is existing and will be improved by the splay. Overall, the proposed development is acceptable but the parking will need to be revised to provide better sightlines.

Officer comment –

Amended plans have been requested and officers will update members at Panel.

5.11 **SCC Sustainability Team –**

No objection, as the proposal is a conversion and the amount of floor space increase does not justify the standard conditions.

5.12 **SCC Ecology Officer –**

No objection, it is unlikely if great crested newts were present in the garden or the adjacent ones, they are all too intensively managed and provide little suitable habitat. In addition, the environment between application site and the nearest breeding pond is totally unsuitable for great crested newts further reducing the likelihood of them being present. The best approach would be a construction method statement, secured via a planning condition, covering the demolition of the current extension, removal of existing vegetation and paving and protection of the retained garden area. The construction method statement should set out precautionary procedures such as checks of any vegetation or paving before works

start to ensure there aren't any newts present and a protocol for the workforce to follow if any are found.

5.13 **SCC CIL Officer** –
The development is CIL liable.

5.14 **Southern Water** –
No objection subject to the addition of an informative.

6 Planning Consideration Key Issues

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

- Principle of development;
- Design, character and amenity;
- Parking, Access and Highway safety;

- Impact on adjacent SINC and landscaping; and
- Development Mitigation

6.2 Principle of Development

6.2.1 The LDF Core Strategy identifies the Council's current housing need and this scheme would assist the Council in meeting its targets. As detailed in Policy CS4 an additional 16,300 homes need to be provided within the City between 2006 and 2026. The National Planning Policy Framework (NPPF) sets out a presumption in favour of sustainable housing development, and the use of previously developed land. The proposal would make good use of this previously developed site to provide further housing in accordance with Local Plan Policy H2. The development of this site as proposed is acceptable in principle and accords with the policies within the development plan and central government's guidance (through the NPPF) which promote the sustainable and efficient use of land for housing development, providing the character of an area is not compromised.

6.2.2 The proposed density of 65 dph does exceed the guide of 35-50 dph for the site. Density alone is not a determinate in the consideration of planning applications and policy CS5 confirms that density should be assessed with regard to a number of criteria including in terms of the character and appearance of the existing neighbourhood and the quality and quantity of open space. This is discussed in more detail below.

6.3 Design, character and amenity

6.3.1 As stated above, the character of the area is mixed and varied. The dwellings differ in design and footprint but are typically two storey in nature, with the exception of the application property. The application property is a standalone dwelling in this part of Hawthorn Road and lies opposite the school which is also distinctive in appearance. The proposal put forward is for a two-storey development, albeit the second floor rooms are within the roofspace served by dormer windows. The design chosen respects the single-storey structures fronting Hawthorn Road and the two-storey development found within the area, including on other parts of the street, balancing both the neighbouring single and two storey buildings. The existing bungalow on site is attractive due to its symmetrical design and this proposal seeks to retain this with the addition of the dormers within the roofslope which assist in limiting the scale and impact of the building. The wooden cladding chosen seeks to freshen up the existing render and would provide a crisp finish.

6.3.2 The size of the plot, whilst not very deep, provides sufficient space to provide for all the necessary amenities to create suitable living conditions for the occupiers. All habitable rooms have an acceptable outlook and adequate light. Sufficient amenity space of 50sq.m in area, exceeding the adopted guidance for this type of development, has been provided to allow a decent area to sit out and enjoy. Storage for cycles and refuse has been provided to an acceptable standard. The proposal uses the footprint of the existing dwelling with an increase in height that

will sit comfortably within its immediate context. The semi-detached nature of the development reflects the type of housing to be found in this area. As such, the level of development is considered to relate well with the established pattern of development within the area.

- 6.3.3 The proposal will result in the loss of shrubs that are not considered significant in terms of size and amenity. None of the trees or shrubs within the site are protected and could be removed in any event. A landscaping condition has been suggested to provide trees within the frontage. The character of the area will be altered by the loss of the vegetation but it could be removed without permission in any event. The provision of strong landscaping to the front of the units is key for a development where parking is going to dominate the frontage. Therefore, subject to the submission of replacement landscaping the proposal is considered to be acceptable.
- 6.3.4 With respect to the impact on the neighbours, the separation distance between the proposed units and neighbouring properties on Furzedown Road vary in distance from 27 metres to 33 metres and with Oakhurst Road the distance is 26 metres. This separation exceeds the standards set out in the Residential Design Guide which seek to ensure the privacy, outlook and light to properties are not adversely affected by developments.
- 6.3.5 The school buildings lie 21 metres away. As stated above it is important to note there are no privacy standards for the separation of buildings across a street since it is typical and expected for frontages of buildings to address the public realm. However, 21 metres separation distance would be sufficient for a back-to-back relationship between buildings and, since this has been met, indicates that no harmful over-looking would occur as a result of the development. Furthermore, the relationship of the school with the street, including the vegetation screening, limits views into the school site.
- 6.3.6 As such, the proposal is considered to be acceptable in terms of its design and its relationship with surrounding properties and accords with Local Plan Review Policy SDP1, and the standards set out in the Residential Design Guide Supplementary Planning Document.
- 6.4 Parking, Access and Highway safety
- 6.4.1 The level of parking provision proposed needs to be assessed against the parking standards set out in the adopted Local Plan and Parking Standards SPD, which are maximums. Therefore, careful consideration needs to be made of the implications of the proposed number of parking spaces. The scheme proposes two spaces per unit, which is the maximum permitted for the development by the Council's adopted standards. The 2011 Census suggested that for the Ward of Portswood, 32% of households do not have access to a private car, 44% had access to one car and 24% had access to two cars therefore meaning that two spaces per unit should be sufficient.
- 6.4.2 There is a mixture of restricted and unrestricted on-street car parking within the area. There is a demand for the on-road parking available on the street, which is a concern that has been raised by local residents. The proposal will result in the loss of one unrestricted on-street parking space which is currently well-used. This is considered to be a limited impact and, when balanced against the merits of the scheme, which includes the delivery of housing, is considered to be justifiable.
- 6.4.3 The Council's Highways Officer has raised no objection to the proposal with respect to parking or highway safety (subject to amended plans). Refuse storage and its collection is to be secured by condition to prevent issues of highway safety. The provision of the cycle storage shown is also secured via condition. Therefore on this basis the proposal is considered to be acceptable in this respect.

6.5 Development Mitigation

6.5.1 As with all new development, the application needs to address and mitigate the additional pressure on the environmental, social and economic infrastructure of the city, in accordance with Development Plan policies and the Council's adopted Planning Obligations SPD (2013). A section106 legal agreement is normally triggered by schemes of 5 or more dwellings and is not, therefore, required for the size of the development proposed. The area of contribution for this development, in order to mitigate against its wider impact, is only towards the Solent Disturbance Mitigation Project. The application is delegated for approval subject to the payment of this contribution or an alternative mechanism for securing appropriate informal greenspace mitigation. 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 Habitat Regulations Assessment (HRA) has been undertaken, in accordance with 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 proposed scheme provides an acceptable residential environment for future occupiers without significantly affecting neighbouring amenity or the character of the local area. The scheme represents efficient use of previously developed land to contribute to the family housing stock for the city, whilst having little impact on the amenities of neighbouring residents and providing a good quality environment and amenity space for future occupants of the property. Whilst the plot depth is relatively narrow and that the density is slightly higher than the guide and further pressures on parking could be experienced, on balance this scheme is considered to be acceptable.

8 Conclusion

8.1 In conclusion, the proposal would have an acceptable impact in accordance with the Council's policies and guidance and permission is recommended.

Local Government (Access to Information) Act 1985

Documents used in the preparation of this report Background Papers

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

AL for 29/01/19 PROW Panel

PLANNING CONDITIONS

01. Full Permission Timing Condition (Performance)

The development hereby permitted shall begin no later than three years from the date on which this planning permission was granted.

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

02. 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.

03. Refuse & Recycling (Performance)

Before the development hereby approved first comes into occupation, the storage for refuse and recycling shall be provided in accordance with the plans hereby approved and thereafter retained as approved.

Reason: In the interest of visual and residential amenity.

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.

04. Cycle parking (Performance Condition)

Before the development hereby approved first comes into occupation, the storage for bicycles shall be provided and made available for use in accordance with the plans hereby approved. The storage shall thereafter be retained as approved.

Reason: To encourage cycling as an alternative form of transport.

05. Residential - Permitted Development Restriction (Performance Condition)

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any Order amending, revoking or re-enacting that Order, no building or structures within Schedule 2, Part 1, Classes as listed below shall be erected or carried out to any dwelling house hereby permitted without the prior written consent of the Local Planning Authority:

Class A (enlargement of a dwelling house), including a garage or extensions,

Class B (roof alteration),

Class C (other alteration to the roof),

Class D (porch),

Class E (curtilage structures), including a garage, shed, greenhouse, etc.,

Class F (hard surface area)

Class G (chimneys, flues etc)

Reason: In order that the Local Planning Authority may exercise further control in this locality given the specific circumstances of the application site and in the interests of the comprehensive development and visual amenities of the area.

06. Front Boundary Treatment (Pre-Occupation)

Before occupation of the development hereby approved, details of the front boundary treatment of the site shall be submitted to and approved in writing by the Local Planning Authority. The agreed boundary enclosure details shall be subsequently erected before the development is first occupied and shall thereafter be retained as approved.

Reason: In the interests of the visual amenities of the area and to protect the amenities and privacy of the occupiers of adjoining property.

07. No other windows or doors other than approved (Performance Condition)

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order amending, revoking or re-enacting that Order), no windows, doors or other openings, other than those expressly authorised by this permission, shall be inserted above ground floor level in the side elevations of development hereby permitted without the prior written consent of the Local Planning Authority.

Reason: To protect the amenities of the adjoining residential properties.

08. Amenity Space Access (Pre-Occupation)

Before the dwellings hereby approved first comes into occupation, the external amenity space and pedestrian access to it, shall be made available for use in accordance with the plans hereby approved. The amenity space and access to it shall be thereafter retained for the use of the dwellings.

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

09. Landscaping & means of enclosure detailed plan (Pre-Commencement Condition)

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

- i. hard surfacing materials in line with the approved plans;
- ii. planting plans including the provision of two semi-mature trees to the frontage; written specifications; schedules of plants, noting species, plant sizes and proposed numbers/planting densities where appropriate - to be agreed; and;
- iii. a landscape management scheme.

The approved hard and soft landscaping scheme (including parking and boundary treatment) 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, with the exception of the boundary treatment which shall be retained for the lifetime of the development.

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

10. Ecological Method Statement (Pre-Commencement)

Prior to commencement of the development hereby approved, including demolition, an Ecological Method Statement shall be submitted to and approved in writing by the Local Planning Authority. The statement shall include the following;

- Details of the demolition of the current extension, removal of existing vegetation and paving and protection of the retained garden area;
- precautionary procedures such as checks of any vegetation or paving before works start to ensure there aren't any newts present; and
- a protocol for the workforce to follow if any Great crested newts are found.

The Ecological Method Statement shall be adhered to throughout the course of demolition and development.

Reason: For the safeguarding of species protected by The Wildlife & Countryside Act 1981 (as amended) and the conservation of biodiversity.

11. Parking (Pre-Occupation)

The parking spaces hereby approved shall be provided prior to the development first coming into occupation and shall be 2.4m wide by 5m width in order to avoid vehicles overhanging the highway. In addition the access shall be provided in accordance with the plans hereby approved before the development first comes into occupation and thereafter retained as approved.

Reason: To prevent obstruction to traffic in neighbouring roads and in the interests of highway safety.

12. Sightlines specification (Pre-Commencement condition)

Details of sight lines 2m by 2m (measured from the point where the back edge of footway meets the parking space on both sides) shall be provided before the use of any building hereby approved commences, and 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.

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

13. 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.

14. Construction Management Plan (Pre-Commencement Condition)

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

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.

15. Approved Plans (Performance)

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.

Notes to Applicant

Community Infrastructure Liability (Approval)

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

Southern Water - Public Sewerage

A formal application for connection to the public sewerage is required in order to service this development. Please contact Southern Water's Network Development Team (www.southernwater.co.uk)

Car Parking Permits

Please note, the occupiers of the development hereby approved will not be eligible for parking permits for on-street car parking spaces.