

**Planning and Rights of Way Panel 3<sup>rd</sup> October 2017**  
**Planning Application Report of the Service Lead – Planning, Infrastructure & Development**

<b>Application address:</b> Land to the rear of 111 Rownhams Road, Southampton			
<b>Proposed development:</b> Erection of a two storey detached 3 bedroom dwelling with associated parking, cycle and refuse storage and access from Dolton Road [NB. The scheme is amended from 2 flats]			
<b>Application number</b>	17/00713/FUL	<b>Application type</b>	FUL
<b>Case officer</b>	Stuart Brooks	<b>Public speaking time</b>	5 minutes
<b>Last date for determination:</b>	EOT – 13.10.17	<b>Ward</b>	Redbridge
<b>Reason for Panel Referral:</b>	More than 5 letters received from local residents	<b>Ward Councillors</b>	Cllr McEwing Cllr Whitbread Cllr Pope

<b>Applicant:</b> Ms C Andrade	<b>Agent:</b> Designaplace
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<b>Recommendation Summary</b>	<b>Delegate to Service Lead – Planning, Infrastructure &amp; Development to grant planning permission subject to criteria listed in report</b>
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<b>Community Infrastructure Levy Liable</b>	<b>Yes</b>
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**Reason for granting Permission**

The development is acceptable taking into account the policies and proposals of the Development Plan as set out below. Other material considerations 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 186-187 of the National Planning Policy Framework (2012). Policies - SDP1, SDP5, SDP7, SDP9, SDP10, SDP12, H1, H2, H5, H7, NE4, REI6 of the City of Southampton Local Plan Review (as amended 2015) and CS4, CS5, CS13, CS16, CS18, CS19, CS20, CS22, CS25 of the Local Development Framework Core Strategy Development Plan Document (as amended 2015).

<b>Appendix attached</b>	
1	Development Plan Policies

## **Recommendation in Full**

1. Delegate to the Service Lead – Planning, Infrastructure & Development to grant planning permission subject to the planning conditions recommended at the end of this report and the completion of a S.106 or S.111 Legal Agreement to secure:
  - i. Either 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.
2. That the Service Lead – Planning, Infrastructure & Development be given delegated powers to add, vary and /or delete relevant parts of the Section 106 agreement and/or conditions as necessary.
3. In the event that the legal agreement is not completed or progressing within a reasonable timeframe after the Planning and Rights of Way Panel, the Service Lead – Planning, Infrastructure & Development will be authorised to refuse permission on the ground of failure to secure the provisions of the Section 111 or Section 106 Legal Agreement, unless an extension of time agreement has been entered into.

## **Background**

The proposal originally submitted was to erect 2 flats (1x3 and 1x2 bed) within a 2 storey building. Following negotiations with the applicant during the application stage, they have agreed to significantly improve the schemes' design through amending the plans to a 3 bedroom family dwelling to be built on a smaller footprint. A public re-consultation of the amended plans originally took place on 14<sup>th</sup> August 2017, however, due to a technical IT fault the plans were not available for the members of public to view. To ensure that due process was correctly followed, the public were re-notified on 5<sup>th</sup> September for 14 days once the IT fault was rectified.

### **1. The site and its context**

- 1.1 The site lies within the ward of Redbridge. The plot will be formed by subdividing the land to the rear of 111 Rownhams Road to be accessed from the north east side of Dolton Road. The land at the rear is currently enclosed by fencing and is used in connection with the fish and chip shop fronting Rownhams Road (containing a storage container). The use of the commercial unit itself is safeguarded as part of the Maybush Local Centre (policy REI6), however, the land to the rear is not included within this designation.
- 1.2 The character of Dolton Road mainly consists of 2 storey residential properties in a mixed style, and the length of the plots narrow off towards the corner with the junction of Rownhams Road. The properties along this stretch of Rownhams Road are commercial units with flats above, where the rear space fronting onto Dolton Road has an uncharacteristic 'back of house' appearance given that it is used for a mix of parking, small gardens for flats, and ancillary storage for the commercial units.

### **2. Proposal**

- 2.1 It is proposed to erect a two storey detached 3 bedroom dwelling with associated parking, cycle and refuse storage and access from Dolton Road. The scheme will retain a gated route from the rear of the chip shop to Dolton Road to enable the collection of waste from the chip shop and flat.

- 2.2 The proposed building itself aligns with the rear and front building line of 4 Dolton Road within a 171 sqm sized plot. The occupiers of the family house will have access to 80sqm of private amenity space and 2 off street parking spaces. Following the removal of the storage container, the chip shop business already has storage space available within a single storey outbuilding at the rear to meet their day to day needs. The existing air conditioning unit will be relocated to the rear wall of 111 Rownhams Road to be directed away from the garden of the new property and acoustically rated to control its noise emission. The applicant has confirmed that the deliveries for the chip shop takes place at the front, and the flat above (staff accommodation for the chip shop) currently has no garden space allocated at the rear.
- 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 1**.
- 3.2 The National Planning Policy Framework (NPPF) came into force on 27<sup>th</sup> 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.
- 3.3 Saved Policy SDP1 (Quality of development) of the Local Plan Review allows development, providing that it does not unacceptably affect the health, safety and amenity of the city and its citizens. Policy SDP7 (Context) and SDP9 (Scale, Massing, and Appearance) allows development which will not harm the character and appearance of the local area, and the building design in terms of scale and massing should be high quality which respects the surrounding area. Policy CS13 (Fundamentals of Design) assesses the development against the principles of good design.
- 3.4 Policy CS4 acknowledges that new homes will generally need to be built at higher densities. New dwellings coming forward on suitable windfall sites will contribute towards delivering the Council’s strategic target for housing supply.
- 3.5 Policy CS5 acknowledges that whilst there is continuing pressure for higher densities in order to deliver development in Southampton, making efficient and effective use of land, however, the development should be an appropriate density for its context, and protect and enhance the character of existing neighbourhoods.
- 3.6 Policy CS19 of the Core Strategy (Car and Cycle Parking) of the Core Strategy sets out the Council’s approach to car and cycle parking standards for new developments in the city, as supported by the guidance and standards set out in section 4.2 of the Parking Standards Supplementary Planning Document (formally adopted September 2012). A car free development is, in principle, possible under this Policy and guidance.
- 4. Relevant Planning History**
- 4.1 There are various historic applications in relation to the chip shop, however, there are no relevant permissions to this application.

## **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 (16.05.2017). Following the receipt of amended plans the expire of the 14 day consultation period finished on 19.9.2017. At the time of writing the report **7 representations** (5 objections and 2 support) have been received from surrounding residents, including an objection made by Cllr Pope. The following is a summary of the points raised at the time of writing this report:

5.1.1 **Out of character and overdevelopment. Lack of amenity space for the flat of 111 Rownhams Road. The bin and cycle store are not very accessible and there will be limited access to the side of property for maintenance. Encroaches on land to the rear of 109 Rownhams Road.**

### Response

The street scene is characterised by two storey development with a mix of detached and semi-detached housing. The replacement of the fence enclosure would significantly improve the 'back of house' and commercial appearance of this part of the street scene. The smaller building form of the amended scheme is a significant improvement in design, whilst the provision of a single family home at density of 58 dwellings per ha (dph) would be significantly inside the density range of 50-100dph set for this location. The amended building layout has been pulled away from the boundary and cycle and bin storage can be adequately accommodated within the plot without obstructing access to each other. Not all the flats within this row of shops have access to amenity space, so the lack of amenity space for the flat would not be uncharacteristic. That said the occupiers of the flat would benefit from the Aldermoor Road park for recreational space within 5 minutes walking distance.

5.1.2 **Loss of privacy, outlook and light to neighbouring occupiers.**

### Response

The layout and form of the amended scheme will ensure that there is sufficient spacing between the neighbouring properties to comply with the amenity standards set out in the Residential Design Guide to protect the amenities of the neighbouring occupiers. This is expanded upon in more detail in section 6.3 of the report.

5.1.3 **Additional traffic will cause congestion and overspill parking in Dolton Road and surrounding streets leading to road safety problems and increased competition for on street parking. In addition, road safety concerns on Dolton Road caused by deliveries to the shops, especially the takeaway who have the container and its relocation. Loss of amenity due to the loss of parking for the business and the existing flat. More congestion in Rownhams Road as Dolton Road would be able to absorb less overspill parking for visitors to the shopping parade. Drivers cannot see properly on Dolton Road and on the adjacent roads and properties.**

### Response

The site is located within a high accessibility zone (20+ buses per hour weekday daytime within 4 minutes walk of a bus route). There will be 2 parking spaces in accordance with the maximum parking standards, so it is considered that this would provide sufficient level of parking to meet the demand of the new family home without increasing competition with the on-street parking in surrounding streets. The applicant has confirmed that the deliveries will take place at the front

of the chip shop so this would ensure there is no obstruction caused to the driveways of the neighbouring properties. Although the existing parking area would be lost for the business and flat this would not be to the detriment of the amenity of these users as there are parking opportunities in Rownhams Road. The Highways Officer has advised that the parking layout can be easily rearranged to accommodate 2 vehicles and provide safe access and sightlines for pedestrians using the pavement.

- 5.1.4 **Misleading information on the planning application and site notice. The headline does not mention that it is two flats. So due process has not been followed.**

Response

Officer's negotiated changes to the original scheme submitted which has now been superseded by amended plans. A public re-consultation of the amended plans originally took place on 14<sup>th</sup> August 2017, however, due to a technical IT fault the plans were not available for the members of public to view. To ensure that due process was correctly followed, the public were re-notified on 5<sup>th</sup> September for 14 days once the IT fault was rectified.

- 5.1.5 **Loss of adequate space for servicing and storage in relation to the chip shop.**

Response

The access way between the rear garden of 4 Dolton Road would only be used to collect the bins and would not be used to store bins. The deliveries will take place at the front of the chip shop on Rownhams Road. The chip shop business will retain access to the existing store at the rear of the shop.

- 5.1.6 **There is sufficient space between the rear of 113 Rownhams Road and the windows of the new dwelling to avoid overlooking. There is adequate parking provided. A 2 storey building in this location would not significantly affect the access to natural light of 4 Dolton Road, nor would it be out of character with the street scene.**

Response

The support to these aspects of the scheme are noted.

**Consultation Responses**

- 5.2 **SCC Highways** – No objection subject to conditions to improve the layout of the bin collection point serving the existing flat, and provide adequate sightlines for the parking space fronting onto Dolton Road.
- 5.3 **SCC Sustainability Team** – No objection subject to conditions for energy and water efficiency to ensure compliance with policy CS20.
- 5.4 **Southern Water** – No objection subject to conditions
- 5.5 **SCC Environmental Health** – No objection subject to conditions.
- 5.6 **SCC Design** – No objection. Recommended using a gable ended roof to match the property adjacent to 2 Dolton Road.
- 5.7 **SCC Contaminated Land** – No objection
- 5.8 **SCC Archaeology** – No objection subject to conditions

**6. Planning Consideration Key Issues**

- 6.1 The application needs to be assessed against the following key issues:

- Principle of Development;
- Design and Impact on Character and Amenity;
- Parking and Impact on Highway Safety; and
- Appropriate Mitigation

## 6.2 Principle of Development

6.2.1 This proposal would contribute towards the delivery of family housing stock and is, therefore, welcome in principle. The development would achieve a residential density of 58 dwellings per hectare (dph). This will be comfortably in the range of 50 to 100 dph that the Policy CS5 suggests as being appropriate for medium accessibility locations such as this. With removal of the access from Dolton Road, the chip shop business will still retain its ability to be serviced and receive deliveries and therefore the viability of the local centre (as required by policy REI6) would not be compromised in this case. As such, the principle of making more efficient use of previously developed land for housing is supported, however, this would be subject to an assessment of the relevant material considerations as set out below.

## 6.3 Design and Impact on Character and Amenity

6.3.1 The size of the plot provides sufficient space to provide for all the necessary amenities to create suitable living conditions for the occupiers, whilst the 58 dph density of development is well within the expected range of 50-100 dph. Although the 80sqm garden space being provided would fall slightly under the standard size of garden space expected for a new detached dwelling (90sqm), its 10m length meets the other minimum garden size criteria and would be a good sized and usable garden suitable for family use. The coverage of the building footprint to plot area meets the 50% ratio expected for new developments. The application is therefore not considered to be an overdevelopment.

6.3.2 The amended layout and form of the dwelling is now sufficiently spaced from the neighbouring properties to ensure that the amenity of the occupiers is safeguarded. In particular, the positioning of the new first floor 'bedroom 2' meets the minimum 21m back to back privacy separation required between the opposing flats on Rownhams Road, and the stairway window can be obscurely glazed and made top opening only so there is no overlooking from this window. The 2 storey element has been significantly pulled away from the garden area of 4 Dolton Road, whilst the single storey element does not project beyond the rear building line of 4 Dolton Road. Side by side 2 storey properties is the typical arrangement of residential properties within the suburban areas of the city. That said the set back of the first floor wall of the new dwelling ensures that there would only be oblique overlooking of the neighbouring gardens. This arrangement would therefore ensure that there is no significant loss of outlook, natural light and privacy to 4 Dolton Road.

6.3.3 The new building steps back between 0.5 and 1.5m from the common boundary adjacent to the garden serving the flat above 109 Rownhams Road. The orientation of the building to the north would ensure that there is no overshadowing of the garden space when the sun path moves east to west from the south. The 2 storey element of the new dwelling would project 5.6m along the total 13m length of the garden (the upper half of the garden furthest away from back door of the flat), with the single storey element being even further set back (1.5m). As such, this level of step back combined with location towards the rear end of the neighbours' garden will sufficiently maintain the outlook enjoyed by the occupiers. There would be no overlooking of this garden space from the obscured window of the stairway landing.

## 6.4 Parking and Highway Safety

6.4.1 The 2011 Census for Redbridge indicates that 32% of households do not have access to a car, 44% have access to one car and 23% have access to 2 or more cars. The Council's Parking Standards permits the applicant to provide less than the maximum number of 2 spaces per dwelling, however, the maximum amount of spaces can be provided in this instance, albeit secured by condition to revise the parking layout. As such, the proposal is considered to acceptably mitigate the impact from overspill of parking within the surrounding streets.

6.4.3 The applicant has confirmed that the deliveries to the chip shop would take place from Rownhams Road so this would prevent any obstruction of the driveways of neighbouring properties within Dolton Road. The Highways team has not raised an objection in terms of highways safety. This is subject to lowering the height of the southern boundary treatment (to 60cm); adding a low height front wall adjacent to the north side of the parking area; and adjusting the layout of the 2 parking spaces which will ensure that the sightlines provides a safe access. The Highways Officer is satisfied that these changes can be secured by condition. The detailed design of bin and cycle storage can be agreed further by condition, including bin management for the shop and flat.

## 6.5 Other Matters

6.5.1 The Conservation of Habitats and Species Regulations 2010 (as amended) provides statutory protection for designated sites, known collectively as Natura 2000, including Special Areas of Conservation (SAC) and Special Protection Areas (SPA). This legislation requires competent authorities, in this case the Local Planning Authority, to ensure that plans or projects, either on their own or in combination with other plans or projects, do not result in adverse effects on these designated sites. The Solent coastline supports a number of Natura 2000 sites including the Solent and Southampton Water SPA, designated principally for birds, and the Solent Maritime SAC, designated principally for habitats. Research undertaken across south Hampshire has indicated that current levels of recreational activity are having significant adverse effects on certain bird species for which the sites are designated. A mitigation scheme, known as the Solent Disturbance Mitigation Project (SDMP), requiring a financial contribution of £181 per unit has been adopted. The money collected from this project will be used to fund measures designed to reduce the impacts of recreational activity.

6.5.2 The contributions deemed to make the development necessary, as listed in the recommendation, can be secured through the S106 agreement subject to the panel granting a resolution to support the scheme and delegating powers to officer's to complete the S106.

## 7. Summary

7.1 In summary, this is a well-designed residential scheme in terms of its layout and scale that will sit comfortably within the surrounding properties and significantly improve the 'back of house' appearance of this part of Dolton Road. The more efficient use of previously developed land would contribute to the family housing stock for the city, whilst maintaining the viability of the chip shop business. The layout of the development will respect the amenity of neighbouring occupiers, and have an acceptable impact on road safety and on-street parking availability.

## 8. Conclusion

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

**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)

**SB for 03/10/17 PROW Panel**

**PLANNING CONDITIONS**

**01. Full Permission Timing Condition**

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**

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. Residential - Permitted Development Restriction**

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 (enlargement of roof)

Reason: In the interests of residential amenity.

**04. Amenity Space Access**

Before the development hereby approved first comes into occupation, the external amenity space (including laying out as a grassed surface) 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 dwelling.

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

**05. Energy & Water (Pre commencement)**



Before the development commences, written documentary evidence demonstrating that the development will achieve at minimum 19% improvement over 2013 Dwelling Emission Rate (DER)/ Target Emission Rate (TER) (Equivalent of Code for Sustainable Homes Level 4 for Energy) and 105 Litres/Person/Day internal water use (Equivalent of Code for Sustainable Homes Level 3/4) in the form of a 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 (March 2015 amended)

#### **06. Energy & Water (Post Occupation)**

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 2013 Dwelling Emission Rate (DER)/ Target Emission Rate (TER) (Equivalent of Code for Sustainable Homes Level 4 for Energy) and 105 Litres/Person/Day internal water use (Equivalent of Code for Sustainable Homes Level 3/4) 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.

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

#### **07. Boundary Treatment**

Before occupation of the development hereby approved, details of boundary treatment for the site and other means of enclosure shall be submitted to and approved in writing by the Local Planning Authority. This shall include the provision of a secure gated route to the rear of 111 Rownhams Road. The agreed 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.

#### **08. Unsuspected Contamination**

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.

#### **09. Use of uncontaminated soils and fill**

Only clean, uncontaminated soil, subsoil, rock, aggregate, brick rubble, crushed concrete and ceramic shall be permitted for infilling and landscaping on the site. Any such materials

imported on to the site shall 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.

### **10. Refuse & Recycling**

Before the development hereby approved first comes into occupation, the storage for refuse and recycling shall be provided in accordance with the plans to be submitted to and agreed in writing by the Local Planning Authority and thereafter retained as approved. This shall include the details of the refuse management for the collection of bins in association with the existing commercial unit and flat. Unless otherwise agreed by the Local Planning Authority, except for collection days only, no refuse shall be stored outside the approved store and the bins serving the flat and commercial unit shall not be kept within the gated route to the rear of 111 Rownhams Road or the frontage of Dolton Road.

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](mailto:Waste.management@southampton.gov.uk) at least 8 weeks prior to occupation of the development to discuss requirements.

### **11. Hours of work for Demolition / Clearance / Construction**

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.

### **12. Construction Management Plan**

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.

### **13. Landscaping**

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 (consisting of permeable and non-migratory);
- 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. 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

### **14. Cycle storage facilities**

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.

### **15. Public Sewer protection**

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: In order to safeguard the public sewer.

### **16. Archaeological watching brief investigation**

No development shall take place within the site until the implementation of a programme of archaeological work has been secured in accordance with a written scheme of investigation which has been submitted to and approved by the Local Planning Authority.

Reason: To ensure that the archaeological investigation is initiated at an appropriate point in development procedure.

### **17. Archaeological watching brief work programme**

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

### **18. Business Deliveries**

The deliveries and servicing in association with the commercial use of 111 Rownhams Road shall only take place from Rownhams Road with the exception to refuse collection.

Reason: In the interests of highway safety.

### **19. Parking**

The parking, access, and pedestrian sightlines shall be provided in accordance with the plans to be submitted and agreed in writing with 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.

### **20. Noise – relocation of air conditioning unit**

The dwelling hereby approved shall not be occupied until the a/c unit serving the commercial unit has been relocated as shown on the approved plans and installed in accordance with details of measures to minimise noise to be submitted to and approved in writing by the Local Planning Authority and thereafter retained as approved. This is unless the a/c unit is no longer required for use.

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

### **21. Obscure Glazing**

In accordance with the approved plans, the windows specified 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.

### **22. Approved Plans**

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

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

**POLICY CONTEXT**

Core Strategy - (as amended 2015)

CS4	Housing Delivery
CS5	Housing Density
CS13	Fundamentals of Design
CS19	Car and Cycle parking
CS20	Sustainability
CS22	Biodiversity
CS25	The Delivery of Infrastructure and Developer Contributions

City of Southampton Local Plan Review – (as amended 2015)

SDP1	Quality of Development
SDP5	Parking
SDP7	Context
SDP9	Scale, Massing & Appearance
SDP10	Safety and Security
SDP12	Landscaping
NE4	Protected Species
H1	Housing supply
H2	Previously developed land
H5	Conversion to Residential Use
H7	Residential environment
REI6	Local Centres

Supplementary Planning Guidance

Residential Design Guide (Approved - September 2006)

Planning Obligations (Adopted - September 2013)

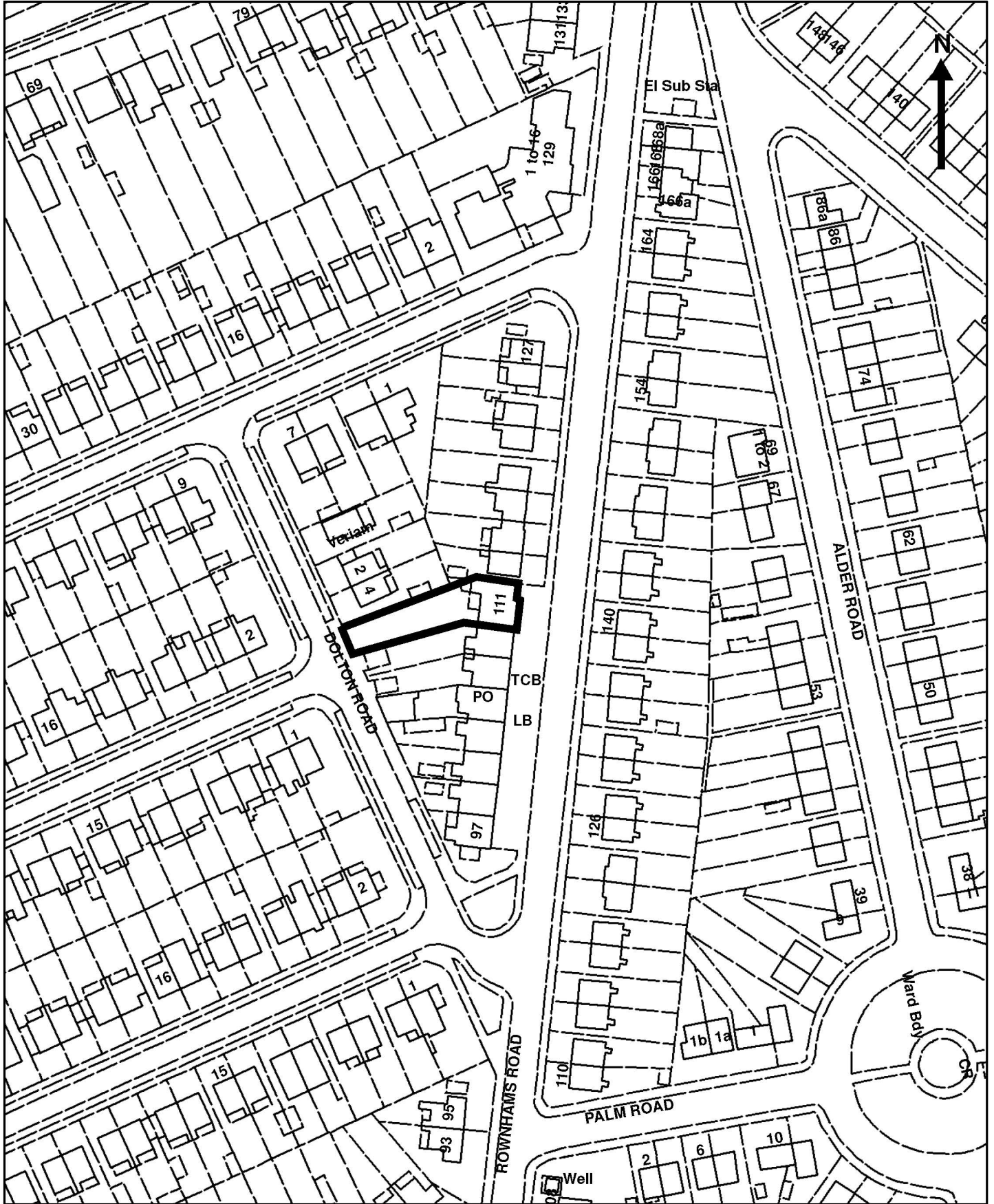
Parking Standards SPD (September 2011)

Other Relevant Guidance

The National Planning Policy Framework (2012)

The Southampton Community Infrastructure Levy Charging Schedule (September 2013)

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Scale: 1:1,250

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