

**Planning and Rights of Way Panel 14<sup>th</sup> January 2020**  
**Planning Application Report of the Head of Planning & Economic Development**

<b>Application address:</b> Southern Water Services, Kent Road, Southampton.			
<b>Proposed development:</b> Construction and operation of a motor control centre kiosk, poly dosing kiosk and polymer powder handling kiosk (3 detached buildings).			
<b>Application number:</b>	19/01793/FUL	<b>Application type:</b>	FUL
<b>Case officer:</b>	Mat Pidgeon	<b>Public speaking time:</b>	5 minutes
<b>Last date for determination:</b>	17/12/2019	<b>Ward:</b>	Portswood
<b>Reason for Panel Referral:</b>	Request by Ward Cllr	<b>Ward Councillors:</b>	Cllr Cooper Cllr Mitchell Cllr Savage
<b>Referred to Panel by:</b>	Cllr Savage	<b>Reason:</b>	Impact of HGV's on highways network and residential amenity.
<b>Applicant:</b> Southern Water Services Ltd		<b>Agent:</b> WSP	

<b>Recommendation Summary</b>	Conditionally approve
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<b>Community Infrastructure Levy Liable</b>	Not applicable
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**Reason for granting Permission.**

The development is acceptable taking into account the policies and proposals of the Development Plan as set out below. Other material considerations including impact on the highway network and residential amenity 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 - SDP1, SDP7, SDP9, SDP16, NE1, NE2, NE4 and HE6 of the City of Southampton Local Plan Review (Amended 2015) and policies CS22 and CS23 of the Local Development Framework Core Strategy Development Plan Document (Amended 2015).

<b>Appendix attached</b>			
1	Development Plan Policies	2	Relevant Planning History

**Recommendation in Full**  
**Conditionally approve**

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

- 1.1 The application site forms part of the existing Portswood Waste Water Treatment Works (WWTW), accessed from the south via Kent Road. The location of the kiosks is within the eastern part of the WwTW site.
- 1.2 The WwTW is characterised by various plant, equipment and buildings used in the wastewater treatment processes. The northern, eastern and western boundaries of the WwTW are well screened by trees and vegetation. A railway line runs along the western WwTW boundary, beyond which is the A335 and an industrial area.
- 1.3 There is an area of trees/woodland to the north of the WwTW site, which also extends along the eastern site boundary. The River Itchen runs to the east of the WwTW site, beyond which is Riverside Park. There are some commercial buildings and uses immediately to the south of the WwTW. The wider area, including Kent Road itself, is predominantly residential in character.
- 1.4 The site is currently undeveloped consisting of mown grass. The site is not accessible to the public and cannot be seen clearly from outside of the site. There are no registered Public Rights of Way into or across the site, and the site is not accessible to the public. The site and its immediate context is industrial in nature.
- 1.5 Construction related vehicles would need to use Kent Road to access the site. Kent Road links to St Denys Road (A3035) to the south and to Portswood Road to the north via a railway and road bridge. There is a height restriction for vehicles passing under the railway and road bridges to the north of 8ft 9in (2.6m).
- 1.6 The nearest residential properties to the application site are located over 200m to the south of the site off Saltmead.

## **2. Proposal**

- 2.1 Portswood WwTW is a key Southern Water operational site that provides wastewater treatment services to a population of approximately 75,000 in the surrounding area of Southampton.
- 2.2 The current method of waste water management has insufficient capacity to process the volume of waste received. At the moment temporary centrifuges dewater approximately 3% of the waste water received and the thickened 'sludge cake' produced by this process is then transported via road to the Budds Farm Treatment Works where the material is used to generate electricity. The remaining liquid waste is transported by barge to separate sites for waste water treatment including dewatering by centrifuge.
- 2.3 The use of the barge is however set to end in April 2020 as the barge is at the end of its operational life. A more efficient method of onsite waste water treatment is therefore required otherwise the liquid waste that is currently transported by barge will have to be transported by road in tankers.
- 2.4 As a consequence of the current insufficient capacity for processing waste water on the site there are regular delays in transporting sludge off site which have resulted in sludge becoming septic and causing an odour. This is partly due to the

use of the barge which is limited by it only being operational during daylight hours and at certain times in the tidal cycle.

- 2.5 A permanent, less potentially odorous treatment process is therefore essential. Southern Water is therefore installing a permanent centrifuge dewatering system. The proposed kiosks will house equipment and controls which are an integral part of the centrifuge sewage sludge dewatering system.
- 2.6 The operational equipment required for the sludge dewatering scheme/centrifuges will be delivered using permitted development rights under Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (GPDO).
- 2.7 The proposals that are the subject of this planning application are to construct and operate:
- A motor control kiosk,
  - Poly dosing kiosk; and
  - Polymer powder handling kiosk
- 2.8 These functions are essential to the management of the waste water treatment process and are covered by Southern Waters existing permitted development rights.

### **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 2019. Paragraph 213 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.
- 3.3 National Planning Practice Guidance notes the importance of adequate wastewater infrastructure to support sustainable development. In identifying suitable sites for enhanced wastewater infrastructure, the guidance highlights that such infrastructure
- “has particular location needs (and often consists of engineering works rather than new buildings) which mean otherwise protected areas may exceptionally have to be considered where consistent with their designation”* (Paragraph 5).
- 3.4 The site is not safeguarded for any use within the Development Plan. The adopted proposals map does however define the site as ‘open riverside character’ (Local Plan Policy NE5 ii relates). NE5 ii states that development is not permitted if it would cause damage to the open character of the riverside and landscape

#### **4. Relevant Planning History**

- 4.1 There is no relevant recent planning history relating to the site that relates to the proposed kiosks necessary to facilitate the centrifuges and the earliest planning history for the site, detailing the use as a waste water treatment works, held by the City Council, is 1959 whereby an extension to the existing works was approved. Part of the site was also proposed to be re-developed into 41 dwellings in 2007 however the application was not supported.
- 4.2 A schedule of the planning history for the site is set out in **Appendix 2** of this report.

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

- 5.1 Southern Water advise that they met with the residents association on 32/1, 27/3 and 21/5.
- 5.2 Following the receipt of the planning application a publicity exercise in line with department procedures was undertaken which included notifying adjoining and nearby landowners (139 letters sent) and erecting a site notice **05.11.2019**. At the time of writing the report **1** representation has been received from Cllr Savage. The following is a summary of the points raised by ward Cllr Savage with a panel referral:
- 5.3 ***Explore improved conditions of operation to reduce impact from the site on local residents living on Kent Road which is used by HGV's to transport sewage sludge from the site.***  
**Response**  
Where they meet the tests for planning conditions, as set out in the Planning Practice Guidance, conditions can be applied to control the development.
- 5.4 ***Request a delivery movement schedule to be published and made available to view on Southern Water's Website with penalties for out of hours operation enforced.***  
**Response**  
If approved and planning conditions are applied planning enforcement action will proceed if necessary, although this has been discussed with Southern Water.
- 5.5 ***Request plan of scheduled future growth.***  
**Response**  
Not a material planning consideration which is necessary prior to the determination of this planning application.

#### **Consultation Responses**

- 5.6 **SCC Highways** – No objection on the basis that there are currently no restrictions preventing Southern Water from using the public highway to transport raw or treated waste. Moreover the use of the kiosks facilitate improved waste treatment on site and will increase treatment capacity that will reduce the need for untreated waste transportation and therefore reduce the number of HGV movements associated.
- 5.7 **SCC Sustainability Team** – No sustainability conditions required.

- 5.8 **SCC Archaeology** - Based on the geotechnical report and Southern Water's assurance that groundworks for the concrete slabs will be dug only 500-600mm below existing kerb level, no archaeological conditions are required.
- 5.9 **SCC Environmental Health (Pollution & Safety)** - No objection in principle subject to the requested amendments to the Construction Environment Management Plan being applied.
- 5.10 **SCC Environmental Health (Contaminated Land)** – There is the potential for contaminants which could be found on site to mobilise as a consequence and present a risk to the proposed end use, workers involved in construction and the wider environment. No objection is raised subject to recommended conditions.
- 5.11 **SCC Ecology** – Provided implementation of the measures detailed in the Construction Environment Management Plan is secured through a planning condition no objection is raised.

## **6 Planning Consideration Key Issues**

- 6.1 The key issues for consideration in the determination of this planning application are:
- Principle of the development.
  - Character and appearance; and neighbouring visual amenity.
  - Highways impact.
  - Pollution control.
  - Air Quality and the Green Charter; and
  - Ecology.

### Principle of Development

- 6.2 The site is not safeguarded for any use within the Development Plan. The adopted proposals map does however define the site as 'open riverside character' (Local Plan Policy NE5 ii relates). NE5ii states that development is not permitted if it would cause damage to the open character of the riverside and landscape. The proposal is not deemed to be at odds with policy NE5 ii in principle. The scale of the proposal and whether or not it can be seen from the public realm surrounding the River Itchen will determine if the scheme is contrary to that policy. Officers consider the proposals to be limited in their scale but crucial to the effective operation of the works.
- 6.3 The scheme does not propose to change the existing land use on site.
- 6.4 The scheme is not opposed in principle.

### Character and appearance; and neighbouring visual amenity

- 6.5 The land is within the Portswood WwTWs, and is not accessible to the public, and cannot be seen clearly from outside of the site. There are no registered Public Rights of Way access routes into or across the site, and the site is not accessible to the public.
- 6.6 The kiosks are not anticipated as being visible from any residential building owing to the distance from the site to the nearest residential properties which are in

excess of 200m to the south. Furthermore between the plant equipment and the nearest residential properties is existing infrastructure associated with the WwTW and industrial style buildings of greater scale than the proposed kiosks; the tallest of which would measure 5.2m and the other two would measure a maximum of 3.5m and 3.1m respectively.

- 6.7 To the west the site is surrounded by additional equipment associated with the WwTW and beyond this is a railway line screened by mature vegetation. Beyond the railway line is Belgrave Road Industrial Estate.
- 6.8 The north and to the east the site is bordered by mature vegetation including trees. Further to the north and east is the River Itchen which broadly curves around the site.
- 6.9 The kiosks are not likely to be visible from the public realm including Riverside Park owing to the scale of the development and the height and density of vegetative boundary bordering the River Itchen. In addition the distance between the site and the eastern bank of the river (in excess of 100m) will mean that there is little visual effect of the development even if it is visible through the vegetation.
- 6.9 Taking all of the above points into consideration (existing waste water treatment equipment on site, distance to the nearest public areas, distance to the nearest residential properties, vegetative screening and industrial setting to the site) it is not anticipated that the proposed development will have any visual impact on the surrounding environment including from residential and public amenity viewpoints. As such the character and appearance of the area; and the visual amenity enjoyed by neighbouring residents, will not be harmed as a consequence. Policy NE5ii is not judged to be compromised as a consequence of the development.

#### Highways Impact

- 6.10 At present the existing WwTW produce a total of 186 cubic metres of sewage sludge per day. Just 3% of the waste produced are dry solids that can be transported by road off site for further treatment and energy production. This results in an average total of 12 HGV movements (6 in & 6 out) per week; the remaining 97% is liquid waste which is transported by barge. The barge is however at the end of its operational lifespan and will not be able to continue after April 2020.
- 6.11 After April 2020 it is not intended to use a new barge for transportation of liquid waste and therefore all transportation will be by road. In the absence of both the barge and the permanent centrifuge; and on the basis of a single articulated tanker holding a maximum volume of 27 cubic metres of waste liquid, this would result in approximately 14 additional HGV movements per day (7 in & 7 out). Over the course of a full week this would be 98 (49 in & 49 out).
- 6.12 The addition of the permanent dewatering centrifuges will however significantly reduce the number of HGVs needed to transport waste from the site. If the kiosks are granted planning permission and the permanent centrifuge dewatering system becomes operational then the transportation of the dewatered sludge would only generate an additional 12 HGV movements per week (6 in & 6 out). Added to the existing 12 this results in a total of 24 per week (12 in & 12 out). Therefore should

permission be granted and the permanent centrifuges become operational there would be a potential reduction of 74 HGV movements per week (37 in & 37 out). This is considered to be a significant reduction and one which would greatly benefit the amenity of local residents.

<b>HGV movement summary (Average/day).</b>				
	Existing	Existing if barge and proposed kiosks/centrifuge are not implemented.	Proposed (with kiosks & permanent centrifuges)	Difference between proposed with and without the permanent centrifuges.
Per day (in & out)	1.7	14	3.4	10.6
Per week (in & out)	12 (6 in & 6 out)	98 (49 in & 49 out)	24 (12 in & 12 out)	74

- 6.13 It is also worth noting that there are currently no planning controls which restrict the disposal of waste from the site and, therefore, there would be nothing stopping Southern Water from immediately ending the use of the barge and transporting all waste from the site by road.
- 6.14 It is also worth noting that Southern Water have engaged with the City Council on numerous occasions with the aim of overcoming the impact of HGVs on the residents of Kent Road. As a consequence Southern Water have agreed to the implementation of an Operational Traffic Management Plan for Portswood WwTW that includes the following measures:
- Vehicle delivery times limited to 0800 – 1600 Monday – Friday;
  - All vehicles are clearly liveried as Southern Water;
  - 20mph speed limit on Kent Road;
  - Financial penalties for contractors that do not implement the strategy;
  - These practices are embedded through induction training and regular tool box talks; and
  - Regular progress reports to the residents' group.

Those that are deemed enforceable are set out in recommended planning conditions.

- 6.15 No objection has been raised by the Highways team in terms of highways safety, and there are no legal restrictions on surrounding residential roads which prevent access and use by commercial vehicles and HGVs.
- 6.17 Having considered the positive impact of the development on overall potential HGV movements to and from the site; and once the use of the barge ends, it is considered that the proposal is acceptable on highways grounds.

## Pollution control

- 6.18 As discussed above Portswood WwTW is currently operating with insufficient capacity to process the volume of waste received because of the limitations of transportation by barge and the inefficiency of the current dewatering temporary centrifuges on site. This means that at present there are often delays in transporting sewage sludge off site, during which time sludge has to be stored on site where it can become septic and potentially could cause significant odour nuisance to local residents and users of Riverside Park.
- 6.19 A permanent, less potentially odorous treatment process is essential and is one of the reasons Southern Water is installing a permanent centrifuge dewatering system. The proposed kiosks will house equipment and controls which are an integral part of the centrifuge sewage dewatering system.
- 6.20 Whilst the local planning authority cannot control the method of sewage transportation away from the site it is noteworthy that HGVs use significantly less diesel than barges (up to 10x). In addition diesel motors used in HGVs are also likely to be significantly more efficient at removing harmful pollutants from exhaust fumes than diesel motors used to power barges and Southern Water use Euro 5 category HGVs.
- 6.21 The waste water treatment works itself will have to comply with nationally set water treatment standards managed by separate legislation to planning.
- 6.22 The Environmental Health Team do not object to the proposal on the basis of noise, odour or contamination. The Environmental Health Team are also satisfied that with the imposition of relevant conditions the proposal will be acceptable and will not harm the amenity of neighbouring residents or users of the nearby public amenity area (Riverside Park).

## Air Quality and the Green Charter

- 6.23 The Core Strategy Strategic Objective S18 seeks to ensure that air quality in the city is improved and Policy CS18 supports environmentally sustainable transport to enhance air quality, requiring new developments to consider impact on air quality through the promotion of sustainable modes of travel. Policy SDP15 of the Local Plan sets out that planning permission will be refused where the effect of the proposal would contribute significantly to the exceedance of the National Air Quality Strategy Standards.
- 6.24 There are 10 Air Quality Management Areas in the city which all exceed the nitrogen dioxide annual mean air quality standard. In 2015, Defra identified Southampton as needing to deliver compliance with EU Ambient Air Quality Directive levels for nitrogen dioxide by 2020, when the country as a whole must comply with the Directive.
- 6.25 The Council has also recently established its approach to deliver compliance with the EU limit and adopted a Green City Charter to improve air quality and drive up environmental standards within the city. The Charter includes a goal of reducing emissions to satisfy World Health Organisation air quality guideline values by ensuring that, by 2025, the city achieves nitrogen dioxide levels of 25µg/m<sup>3</sup>. The Green Charter requires environmental impacts to be given due consideration in



decision making and, where possible, deliver benefits. The priorities of the Charter are to:

- Reduce pollution and waste;
- Minimise the impact of climate change
- Reduce health inequalities and;
- Create a more sustainable approach to economic growth.

- 6.26 The application has addressed the Green Charter and the air quality impact of the development by facilitating the increased capacity for dealing with waste water at the site. This will assist in achieving the green city charter targets by reducing the overall number of HGV and barge trips needed to service the treatment works. As discussed above the existing barge needed to transport liquid waste is more polluting than the resulting HGVs. Furthermore if the barge operation was stopped and the permanent centrifuges are not installed there would be a significant increase in the number of HGV movements (74) to and from the site.
- 6.27 The proposal results in achieving a number goals set out in the Green City Carter:
- Encourages and promotes sustainable transportation necessary to facilitate the scheme.
  - Reducing emissions & improvements to air quality and impact on the natural environment.
  - Facilitates best use of resources.

### Ecology

- 6.28 The application site consists of amenity grassland and hard standing located 43m from the River Itchen. It is separated from the river by a block of woodland. The river close to the site forms part of the Solent and Dorset Coast potential Special Protection Area (pSPA), which is designated as foraging habitat for three species of tern species; Sandwich tern, *Sterna sandvicensis*, common tern, *Sterna hirundo*, and little tern, *Sternula albifrons*; and the River Itchen Special Area of Conservation (SAC) is located 570m to the north-east.
- 6.29 The proposed development is relatively minor in scale and is unlikely to have any adverse impacts on the designated sites or their features of interest. The amenity grassland is highly disturbed and of negligible biodiversity value, and there is a negligible risk of long term adverse impacts on local biodiversity. A Construction Environmental Management Plan has been provided and will be sufficient to prevent any construction stage impacts.

## **7. Summary**

- 7.1 The proposal seeks the installation of three kiosks to facilitate waste water treatment serving approximately 75,000 of Southampton's residents. The facility would provide a key piece of infrastructure to help ensure reliable waste water treatment.
- 7.2 The scheme is supported in principle as it would increase the capacity of the site to process waste water so that a smaller volume of waste will need to be transported from the site for further processing. In addition this will reduce the likelihood of liquid waste being stored on site and therein lower the potential for odours to be generated by septic waste.

- 7.3 The sewage treatment works currently have no restrictions over their operation including transportation of waste material. This means that the City Council, as Local Planning Authority, cannot prevent Southern Water from using the highway to dispose of waste nor can we require waste to be transported from the site by barge.
- 7.4 The positive aspects of the proposal which include improved overall air quality through reduced exhaust emissions generated by transportation; and lower odour potential, are judged to outweigh the perceived negative impacts i.e. HGV movement impact on local residential amenity.

## **8. Conclusion**

- 8.1 It is recommended that planning permission be granted subject to the planning conditions set out below.

### **Local Government (Access to Information) Act 1985**

#### **Documents used in the preparation of this report Background Papers**

1a, b, c, d, 2b, d, 3a, 6a,

### **MP for 14/01/2020 PROW Panel**

#### **PLANNING CONDITIONS**

##### 1. 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).

##### 2. 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.

##### 3. 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.

##### 4. Construction related materials, equipment and vehicular storage/parking (Performance Condition)

No work shall be carried out on site unless and until provision is available within the site or on nearby private sites for all temporary contractors' buildings, plant and stacks of materials

and equipment; and contractors parking associated with the development; and such provision shall be retained for these purposes throughout the period of work on the site. At no time shall any material or construction related equipment (including construction related vehicles) be stored or operated from the public highway.

Reason: To avoid undue congestion on the site and consequent obstruction to access.

#### 5. Construction Traffic Management [Performance Condition]

Unless otherwise agreed in writing by the local planning authority construction traffic shall not arrive at or depart from the site outside of the following hours:

0800 – 1600 Monday – Friday; and

09:00 to 13:00 hours Saturdays.

And at no time on Sundays and recognised public holidays.

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

#### 6. Construction Management Plan (Pre-Commencement)

The development shall be carried out in accordance with the submitted and approved Construction Environmental Management Plan (as listed below) along with the additional following points:

- Waste skips and lightweight materials shall be covered - rather than will be covered if deemed necessary - as dust is not the only consideration.
- Noise monitoring is required to protect potential recipients of noise rather than wait for complaint which may cause delay and potential ongoing problems for complainants.

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.

#### 7. Operational Traffic Management [Performance Condition]

The movement of Heavy Goods Vehicles associated with Portswood WwTW shall be carried out in accordance with the agreed Traffic Management Plan that includes the following measures:

- Vehicle delivery times limited to 0800 – 1600 Monday – Friday;
- All vehicles are clearly liveried as Southern Water;
- These practices are embedded through induction training and regular tool box talks.

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

#### 8. Wheel Cleaning Facilities (Pre-commencement)

During the period of the preparation of the site, excavation for foundations or services and the construction of the development, wheel cleaning facilities shall be available on the site and no lorry shall leave the site until its wheels are sufficiently clean to prevent mud being carried onto the highway.

Reason: In the interests of highway safety.

#### 9. Land Contamination investigation and remediation (Pre-Commencement & Occupation)

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

1. A desk top study including;
  - historical and current sources of land contamination
  - results of a walk-over survey identifying any evidence of land contamination

- identification of the potential contaminants associated with the above
  - an initial conceptual site model of the site indicating sources, pathways and receptors
  - a qualitative assessment of the likely risks
  - any requirements for exploratory investigations.
2. A report of the findings of an exploratory site investigation, characterising the site and allowing for potential risks (as identified in phase 1) to be assessed.
3. A scheme of remediation detailing the remedial actions to be taken and how they will be implemented.

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

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

#### 10. 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. L015

#### 11. 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.

**POLICY CONTEXT**

Core Strategy - (as amended 2015)

CS22 Promoting Biodiversity and Protecting Habitats  
CS23 Flood Risk

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

SDP1 Quality of Development  
SDP7 Development Access  
SDP9 Scale, Massing and Appearance  
SDP16 Noise  
NE1 International Sites  
NE2 National Sites  
NE4 Protected Species  
HE6 Archaeological Remains

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 (2019)  
The Southampton Community Infrastructure Levy Charging Schedule (September 2013)  
Minerals and Waste Plan (2013)

**Relevant Planning History**

19/00890/FUL - Installation of a motor control centres kiosk (retrospective); approved with conditions 4 July 2019

17/01690/FUL - Construction of a 20 Mega Watt gas standby facility at Portswood Wastewater Treatment Works - approved with conditions 25 June 2018

09/00058/FUL - Leornain House, Itchen Business Park – Change of use from skill centre to class D1 NHS Trust eating disorder community and day support to patients with eating disorders.

08/00646/FUL - Construction of six light industrial units (use class B1c) with associated car parking, cycle storage and refuse storage (total 906 square metres floor area)

07/0080/FUL - Redevelopment of the site. Demolition of the existing buildings and erection of two and three-storey buildings to provide 41 dwellings (17 x three-bedroom houses, 18 x two-bedroom flats and 6 x one-bedroom flats and 6 x one-bedroom flats) with associated parking

07/01989/FUL - Part change of use from office, training centre and workshop to D1 (place of worship)

98636/W - construction of a reception vestibule. Approved 21.7.98

960043/W - change of use of part of site to parking of vehicles and storage of materials/plant. Approved 13.03.96

930193/W – erection of a single storey building for use as a skill centre to include classroom/storeroom/store and covered area for trench digging/pipe laying. Approved 13.04.1992

1635/E6 – Reconstruction of River Wall. Approved 27 September 1983

1610/E9 – Erection of single storey flame proof store. Approved - 12.01.82

1493/E3 – Floodlighting of sewage works – Approved 14 May 1975

1458/C10 – Redevelop sewage works 1973 – status unknown

1443/C3 – Reconstruct sewage works – 8 August 1972 – status unknown

1160/MM – Extension to sewage works – 8 August 1959 – status unknown

