

**Planning, Transport & Sustainability Division
 Planning and Rights of Way Panel 13 January 2015
 Planning Application Report of the Planning and Development Manager**

Application address: Burlington Mansions, Shirley Road			
Proposed development: Formation of an additional storey to the building to provide 10 x two bedroom flats and erection of a cycle and bin storage building at the rear			
Application number	14/01588/FUL	Application type	FUL
Case officer	Mathew Pidgeon	Public speaking time	15 minutes
Last date for determination:	05.01.2015	Ward	Shirley
Reason for Panel Referral:	Major application, request by Ward Member / five or more letters of objection have been received.	Ward Councillors	Cllr Coombs Cllr Kaur Cllr Chaloner

Applicant: Mr Raj Roath	Agent: Studio Four Architects
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Recommendation Summary	Delegate to Planning and Development Manager to grant planning permission subject to criteria listed in report
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Community Infrastructure Levy Liable	Yes
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Reason for granting Permission

The development is acceptable taking into account the policies and proposals of the Development Plan as set out below. Other material considerations including the impact on the surrounding character and amenity, the living environment provided for the residents, lack of the inclusion of family dwellings and failure to achieve code level 4 of the code for sustainable homes have been considered and are not judged to have sufficient weight to justify a refusal of the application. The positive aspects of the development, namely the provision of housing units and efficient use of the site outweigh the negative. Where applicable conditions have been applied in order to satisfy these matters. The scheme is judged to be in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and thus planning permission should be granted.

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

Appendix attached			
1	Development Plan Policies	2	Relevant Planning History

Recommendation in Full

1. Delegate to the Planning and Development Manager to grant planning permission subject to the completion of a S.106 Legal Agreement to secure:

i. Financial contributions towards site specific transport improvements in the vicinity of the site in line with Policy SDP4 of the City of Southampton Local Plan Review (March 2006), Policies CS18 and CS25 of the adopted LDF Core Strategy (2010) and the adopted SPD relating to Planning Obligations (September 2013).

ii. Provision of affordable housing in accordance with Policies CS15, CS16 and CS25 of the Local Development Framework Core Strategy Development Plan Document - Adopted Version (January 2010) and the adopted SPD relating to Planning Obligations (September 2013).

iii. Submission of a highway condition survey to ensure any damage to the adjacent highway network attributable to the build process is repaired by the developer.

iv. Financial contribution towards the Solent Disturbance Mitigation Project (SDMP) in accordance with the Conservation of Habitats and Species Regulations 2010 (as amended), SDP12 of the City of Southampton Local Plan Review (March 2006), CS22 of the Core Strategy and the Planning Obligations SPD (September 2013).

v. A refuse management plan to ensure arrangements are in place for the removal of refuse and recycling from the property.

2. In the event that the legal agreement is not completed by 13/03/2015 the Planning and Development Manager be authorised to refuse permission on the ground of failure to secure the provisions of the Section 106 Legal Agreement.

3. That the Planning and Development Manager be given delegated powers to add, vary and /or delete relevant parts of the Section 106 agreement and/or conditions as necessary.

1 The site and its context

1.1 The application site consists of a three-storey building which has 8 commercial units on the ground floor and 20 flats above. The commercial units include financial and professional services and retail uses. The roof of the building contains a number of telecommunications installations. To the rear of the site is a service yard area which contains car parking and refuse storage. The site lies within Shirley Town Centre which has a varied character whilst Janson Road to the rear of the site has a more suburban and residential character.

2 Proposal

- 2.1 The application proposes to construct an additional storey to the roof of the building which would provide 10 additional flats to the 20 which already exist on the site. The additional storey would have a flat roof design and is set back from the front parapet of the building, so that each proposed flat would be served by a balcony. Improved arrangements for cycle, refuse and recycling storage would be provided to the rear of the building.

3 Relevant Planning Policy

- 3.1 The Development Plan for Southampton currently comprises the “saved” policies of the City of Southampton Local Plan Review (March 2006) and the City of Southampton Core Strategy (January 2010). The most relevant policies to these proposals are set out at **Appendix 1**.
- 3.2 Major developments are expected to meet high sustainable construction standards in accordance with Core Strategy Policy CS20 and Local Plan “saved” Policy SDP13.
- 3.3 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 In December 2009 planning permission was refused for an identical scheme to that which is currently proposed. Planning permission was refused because the applicant did not sign the Section 106 legal agreement which was required to mitigate against the direct impact of the development. The application would have been approved had the agreement been signed as the principle and details of the scheme had been approved by the Planning and Rights of Way Panel on the 24th November 2009 subject to the agreement being signed by the applicant.
- 4.2 The application reference number was 09/00779/FUL and the scheme was refused as the applicant failed to enter into a Section 106 legal agreement which was required to mitigate the direct impact of the development. Financial contributions were sought for:
- Provision and maintenance of open space.
 - Children’s play area and equipment.
 - Site specific transport/highway.
 - Strategic transport/highway network.
 - Highway Condition survey.
 - Waste Management plan.
- 4.3 A planning application was also refused in 2000 which sought a roof extension to provide 10 additional flats. The reason for refusal was also based on the failure of the applicant to enter in to a Section 106 legal agreement.

4.4 All relevant planning history is listed and attached in **Appendix 2** to this report.

5 Consultation Responses and Notification Representations

5.1 Following the receipt of the planning application a publicity exercise in line with department procedures was undertaken which included notifying adjoining and nearby landowners, placing a press advertisement (10.10.2014) and erecting a site notice (10.10.2014). The publicity exercise also identified that the development proposal represents a departure from the development plan as the development is unlikely to achieve code level 4 of the code for sustainable homes. At the time of writing the report 17 representations have been received from surrounding residents and Councillors Kaur and Moulton. The following is a summary of the points raised:

5.2 **Parking and traffic issues** - The introduction of additional residential units would result in increased traffic congestion on already busy roads and an increase in on-road car parking which would have a detrimental impact on highway safety, in particular on the Janson Road, Shirley Road junction. Position relative to public transport does not adequately accommodate travel needs for residents. Use of the vacant garage to the rear for parking would help to alleviate local parking pressure. Contribution towards a decline in air quality.

RESPONSE: The Highways Development Management Team have not objected to the proposal. For a detailed response to the highways concerns raised please refer to paragraphs 5.10 and 6.17 of this report.

5.3 **Visual impact** - The additional storey of accommodation will appear harmful when viewed from properties on nearby roads. When telecommunications equipment is added to the building it will have an adverse impact on the character of the area. Impact on local identity and a negative change in character.

RESPONSE: Any telecommunications equipment added to the new roof of the building (if approval is granted) will require additional planning permission. The design does not differ from the previous scheme which was not refused on the basis of visual impact.

5.4 **Environmental issues** - There is a lack of waste management for the existing development which will be exacerbated. Increased refuse generation would contribute towards the untidy nature of the site.

RESPONSE: The management of refuse on site can be improved by a refuse management plan to be required by the legal agreement. The planning enforcement team have been notified to investigate potential breach of previous permissions. It is the responsibility of the Environmental Health Team to investigate environmental problems. The Environmental Health Team have been notified of the concerns raised.

5.5 **Increased residential density** - The area is beginning to suffer associated social impacts caused by increasing residential density, noise, confrontation caused by parking pressure etc.

RESPONSE: Planning decisions need to be made with reasonable behaviour in

mind. In addition the scheme was not refused previously on this matter and there has not been a significant change in material circumstances in the neighbourhood to justify refusal.

5.6 **Consultation Responses:**

5.7 **SCC - Sustainability Team** – Developments such as this, which involve changes to an existing building to create new dwellings, mean that it is not fully possible to follow the energy hierarchy. The developer has clearly followed the hierarchy as much as is possible by following a fabric-first approach with high levels of insulation, energy efficiency and airtightness. Following this, low and zero carbon (LZC) energy has been assessed, with a decision to invest in solar PV for this scheme, which seems an entirely suitable technology. Overall, the development is proposing a fabric-first approach to its sustainable design strategy, which is highly commended. Compared to the previous assessment, the revisions increase the score from 62.02 to 65.84. This is 2.16 short of the level 4 threshold.

5.8 **SCC Historic Environment** – No objection.

5.9 **SCC Housing** - As the scheme comprises 10 additional dwellings the affordable housing requirement from the proposed development is 20% (CS15- sites of 5-14 units = 20%). The affordable housing requirement is therefore two dwellings.

5.10 **SCC Highways** – The site is located on the corner of Shirley Road and Janson Road. Parking is controlled by double yellow lines at the junction, but beyond this there is unrestricted parking. The demand on this parking is high, which is confirmed by the parking survey undertaken by the applicant, although some spaces were found in the study area. However, high parking demand does not have to impact on highway safety, as parking can create traffic calming by slowing traffic due to restricted width.

5.11 Servicing for the Co-operative retail store will not be materially impacted by this development, as it takes place from the double yellow lines to the side of the shop. Planning conditions are required for bin and cycle storage, the arrangements for which need to be amended slightly.

5.12 **Southern Water** – Details of the proposed means of foul water disposal and surface water disposal shall be submitted to the Local Planning Authority for approval in writing. Formal permission must also be sought for connection to the public sewerage system.

6 **Planning Consideration Key Issues**

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

- Principle of development;
- Changes to the planning policy framework;
- Character and design;
- The impact on existing residential amenity;
- The quality of residential environment for future occupants; and
- Parking and highways issues

Principle of Development

- 6.2 The application site lies within Shirley Town Centre within an area of Secondary Retail frontage. Policy H1 (iii) of the Local Plan supports the redevelopment of commercial premises to provide residential on upper floors within town centre locations and the Council's normal considerations in respect of quality of development, protection of the character of the area and the amenities of neighbouring occupiers apply as required by Policies SDP1, SDP7 and SDP9.
- 6.3 The creation of additional residential accommodation is acceptable and accords with policies contained within the development plan. The level of development fits within the density parameters for this town centre location. The provision of residential accommodation over commercial units within the town centre is supported by Policy H1 of the Local Plan and Policy REI4 recognises that residential on upper floors helps to improve the mix of uses within recognised centres.
- 6.4 Policy H2 of the Local Plan encourages the maximum use of derelict, vacant and underused land for residential development. Policy CS5 of the Core Strategy sets a minimum density of 100 dwellings per hectare for new residential development in high accessibility areas. The area of the site proposed for development is 1283 sq.m (0.13 ha). With the addition of 10 dwellings the density would be 230 units per hectare. The scheme therefore meets the council's density requirements.
- 6.5 Since the decision was made in 2009 there has not been a material change in circumstances that alter the previous consideration of the remaining matters discussed below.

Changes to the planning policy framework

- 6.6 The two most significant changes to planning policy that have occurred since 2009 is the adoption of the Core Strategy in 2010 and the introduction of the National Planning Policy Framework (NPPF). The introduction of the NPPF has not brought about any significant changes that lead to a change in Officers recommendation. With the adoption of the Core Strategy there has been an important change in policy that needs to be examined in the context of the development.
- 6.7 Core Strategy Policy CS16 seeks a target of 30% family housing on sites where 10 or more residential properties are proposed. The scheme does not include family housing however given the constraints of the site; namely the height of the accommodation on the third floor of this commercial building, the location on a busy road and lack of available garden space it is considered that the site is not conducive to family housing.
- 6.8 Core Strategy Policy CS20 requires development to improve energy efficiency and sustainability. In doing so the Council have adopted the Code for Sustainable Homes as a means of measuring improvement. Since 2010 new residential development has been required to achieve level 3 of the code. Code level 3 was required for the previous scheme that was refused due to the failure of the applicant to sign the legal agreement. Since 2012 new residential development has been required to achieve level 4. However, the proposed development is

unlikely to be able to achieve this standard. The Council's sustainability team have reviewed the detailed report submitted by the applicant and acknowledge the difficulties the development will have in achieving level 4.

- 6.9 Since the original submission the sustainability report has been amended following discussions between the applicant and the Councils Sustainability Team. The dialogue has achieved an improvement to the sustainability of the development meaning that the scheme almost achieves code level 4. The Sustainability Team agree that the standard achieved is reasonable given the constraints of the development. Thus support can be given to the proposal on the basis of the information currently received. Bespoke conditions have been recommended to ensure the development achieves the targets set out in the amended sustainability report.

Character and design

- 6.10 The proposal to add an additional floor of residential accommodation would be acceptable in scale and massing terms; there is four storey development opposite the application site and a general variation in storey heights on Shirley Road which would ensure the proposed height of the building would not appear out of keeping. The additional storey would be set back from the front parapet of the building and articulated by variations in the height of the extension and contrasting bands of material treatment. This chosen design approach provides relief to the massing of the extension and reinforces the individual plot widths within the building. Overall it is considered that the proposed development would assist in rejuvenating the appearance of the existing building within the street scene.
- 6.11 Replacement telecommunications equipment on the new roof will require separate planning permission.

The impact on existing residential amenity

- 6.12 There is approximately 45 metres between the proposed addition and the residential properties in Janson Road. The proposed alteration would therefore not impact on the amenities of the occupiers of the properties on Janson Road. The nearest residential properties within Shirley Road are positioned across a public highway and having regard to the spatial separation it is considered that the proposal will not have a harmful impact on these properties.

The quality of residential environment for future occupants

- 6.13 The proposal will retain and extend the existing light wells which provide daylighting to habitable rooms in the existing flats below. This ensures that the roof addition does not reduce the amount of daylight able to penetrate the rooms served by the light wells.
- 6.14 Each proposed flat would have access to a balcony and the height of the building would ensure that the individual balconies benefit from a good degree of privacy and separation from the busy Shirley Road. The balconies are of sufficient size to provide sitting out areas for prospective residents.
- 6.15 The existing flats within the building do not have an adequate area for the storage

of refuse and recycling. The application proposes a purpose built store which would provide increased capacity for existing residents and additional capacity for the proposed residents. In addition to this a designated store for bulky goods refuse would also be provided. This would represent a much improved situation to what currently exists.

Parking and highways issues

- 6.16 The location of the development is within a highly sustainable location where the dependence on private motor vehicles is not necessary. Shirley Road is one of the busiest bus corridors in the city and within a very short walk of the site there are a good range of shopping and other facilities. No additional car parking spaces would be provided for the additional flats and this is considered to be acceptable. It is noted that a previous application which was refused in 2000 included a reason for refusal relating to insufficient car parking provision. Local planning policies regarding car parking provision in new residential developments have changed since this time and the proposal is in accordance with current car parking policies. Secure refuse and cycle storage would be provided for the additional flats.
- 6.17 It is acknowledged that new residential accommodation can lead to parking pressure within areas where development takes place. The location of the site in question does not have parking permit restrictions in place and therefore should any occupants of the proposed flats own vehicles there is likely to be an impact on local amenity through on street parking pressure. However the proposal does provide housing units which the city has a high demand for and therefore the scheme would help to meet the Council's housing targets. In addition the location is highly accessible and it is quite possible that occupants of the proposed flats will not be car owners. Furthermore since the previous scheme was refused in 2009 there have been no identifiable changes in local circumstances which would justify the addition of a new reason for refusal based on the impact on local amenity due to increased parking pressure as a result of the proposed development.

7 Summary

- 7.1 The proposed development provides additional residential accommodation which will contribute towards achieving the City's housing target within a high accessibility area.

8 Conclusion

- 8.1 By securing the matters set out in the recommendations section of this report by the completion of a Section 106 Legal Agreement, the proposal would be acceptable. The application is therefore recommended for delegated approval to the Planning and Development Manager.

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

1. (a) (b) (c) (d) 2. (b) (c) (d) 3. (a) 4. (g) 6. (a) (c) (f) (i) 7. (a) 9. (a) (b)

MP3 for 13/01/2015 PROW Panel

PLANNING CONDITIONS

01. APPROVAL CONDITION - Full Permission Timing Condition - Physical works

The development works hereby permitted shall begin not later than three years from the date on which this planning permission was granted.

REASON:

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

02. APPROVAL CONDITION - Details of External Materials [pre-commencement condition]

Notwithstanding the submitted information, no development shall take place until details (and samples where required) of the materials to be used in the construction of the external surfaces of the development have been submitted to and approved in writing by the local planning authority. These details shall include bricks, mortar, roof tiles, cladding and fenestration. The development shall be carried out in accordance with the approved details.

REASON:

In the interests of ensuring that the new development is constructed in accordance with the submitted details and to secure a harmonious form of development.

03. APPROVAL CONDITION - Refuse & Recycling Bin Storage [Performance condition]

Bin storage shall be laid out with a level approach prior to the first occupation of the development hereby approved in accordance with the plans hereby approved. The facilities shall include accommodation for the separation of waste to enable recycling. The approved refuse and recycling storage shall be retained whilst the building is used for residential purposes.

REASON:

In the interests of the visual appearance of the building and the area in general.

04. APPROVAL CONDITION - Cycle Storage [performance condition]

Cycle storage shall be laid out with a level approach prior to the first occupation of the development hereby approved in accordance with the plans hereby approved. The cycle storage shall be thereafter retained.

REASON:

In the interests of the visual appearance of the building and the area in general and to promote alternative modes of travel to the private car.

05. APPROVAL CONDITION – Drainage and Foul Water Disposal [pre-commencement condition]

Prior to the commencement of the development hereby approved details of the proposed means of foul water disposal and surface water disposal shall be submitted to the Local Planning Authority for approval in writing. The development shall proceed in accordance with the agreed details.

REASON

To ensure the proposal does not increase the likelihood of flooding in the vicinity of the site.

06. APPROVAL CONDITION – Lighting Scheme [pre-commencement condition]

Prior to the commencement of the development hereby approved a detailed lighting scheme shall be submitted to the Local Planning Authority for approval. This shall include details of the lighting of the entrances to the building, cycle and refuse store. The scheme shall be implemented in accordance with the approved details prior to the development first coming into occupation.

REASON

To secure a safe and attractive environment for users of the site

07. APPROVAL CONDITION - Hours of Construction [Performance condition]

In connection with the implementation of this permission any demolition, conversion and construction works, including the delivery of materials to the site, shall not take place outside the hours of 8am and 6pm Mondays to Fridays and 9am and 1pm on Saturdays. Works shall not take place at all on Sundays or Public Holidays without the prior written approval of the Local Planning Authority. Any works outside the permitted hours shall be confined to the internal preparation of the buildings without audible noise from outside the building, unless otherwise agreed in writing by the Local Planning Authority.

REASON:

To protect local residents from unreasonable disturbances from works connected with implementing this permission.

08. APPROVAL CONDITION - Construction Method Statement [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 Statement (CMS) for the development. The CMS 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 CMS 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.

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

Before the development commences, written documentary evidence demonstrating that the development will achieve at minimum a score of 65.84 - 67.64 (If the submitted score is less than 67.64 then a written statement must also be submitted setting out the justification for this) of the Code for Sustainable Homes in the form of a design stage assessment, shall be submitted to the Local Planning Authority for its approval; unless an otherwise agreed timeframe is agreed in writing by the LPA or unless otherwise agreed in writing by the LPA.

REASON:

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

10. APPROVAL CONDITION - Code for Sustainable Homes [Performance Condition]

Within 6 months of any part of the development first becoming occupied, written documentary evidence proving that the development has achieved at minimum at minimum a score of 65.84 - 67.64 (If the submitted score is less than 67.64 then a written statement must also be submitted setting out the justification for this) of the Code for Sustainable Homes in the form of post construction assessment and certificate as issued by a legitimate Code for Sustainable Homes certification body shall be submitted to the Local Planning Authority for its approval or unless otherwise agreed in writing by the LPA.

REASON:

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

INFORMATIVE NOTE TO APPLICANT:

Replacement telecommunications equipment on the new roof will require separate planning permission.

POLICY CONTEXT

Core Strategy - (January 2010)

CS4	Housing Delivery
CS5	Housing Density
CS13	Fundamentals of Design
CS15	Affordable Housing
CS16	Housing Mix and Type
CS19	Car & Cycle Parking
CS20	Tackling and Adapting to Climate Change
CS25	The Delivery of Infrastructure and Developer Contributions

City of Southampton Local Plan Review – (March 2006)

SDP1	Quality of Development
SDP4	Development Access
SDP5	Parking
SDP6	Urban Design Principles
SDP7	Urban Design Context
SDP8	Urban Form and Public Space
SDP9	Scale, Massing & Appearance
SDP10	Safety & Security
SDP11	Accessibility & Movement
SDP12	Landscape & Biodiversity
SDP13	Resource Conservation
SDP14	Renewable Energy
SDP15	Air Quality
SDP16	Noise
SDP17	Lighting
H2	Previously Developed Land
H5	Conversion to residential Use
H7	The Residential Environment

Supplementary Planning Guidance

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)

Application 14/01588/FUL
Appendix 2

Relevant Planning History

09/00779/FUL

Refused 29.12.2009

Formation of an additional storey to the building to provide 10 x 2 bedroom flats and erection of a cycle and bin storage building at the rear

REFUSAL REASON - Failure to enter into a Section 106 Agreement

In the absence of a completed S.106 Legal Agreement the proposals fail to mitigate against their direct impact and do not, therefore, satisfy the provisions of policy IMP1 of the City of Southampton Local Plan Review (March 2006) as supported by the Council's Supplementary Planning Guidance on Planning Obligations (August 2005, as amended) in the following ways:-

A) A financial contribution towards the provision and maintenance of open space in accordance with policy CLT5 of the revised deposit of the Local Plan and applicable SPG;

B) A financial contribution towards the provision of a new children's play area and equipment in accordance with policy CLT6 of the revised deposit of the Local Plan and applicable SPG;

C) A financial contribution towards site specific transport contributions for highway improvements in the vicinity of the site in accordance with appropriate SPG to encourage sustainability in travel through the use of alternative modes of transport to the private car;

D) A financial contribution towards strategic transport contributions for highway network improvements in the wider area as set out in the Local Transport Plan and appropriate SPG. As such the development is also contrary to the City of Southampton Local Plan Review Adopted Version March 2006 policies SDP1, SDP2 and SDP3;

(E) In the absence of a Highway Condition survey the application fails to demonstrate how the development will mitigate against its impacts during the construction phase; and,

(F) In the absence of a Waste Management plan to address the arrangements for the removal of refuse and recycling containers to a collection point contrary to policy SDP1 and H7 of the Local Plan.

07/00298/FUL

Conditionally Approved 30.04.07

Erection of six antennae, two dishes and two cabinets on roof

01/00091/TCC

Conditionally Approved 12.02.01

Installation of 6 antennae, 2 microwave dishes, and 2 equipment cabinets on the roof

00/01194/FUL

Refused 13.12.00

Erection of 3rd floor extension to provide 10 flats - 3 two bed and 7 one bed

Reasons for refusal are as follows:

01.

The development fails to provide adequate provision on site for the parking of vehicles in a satisfactory manner and to the standard required by the Local Planning Authority, thereby creating congestion on the adjoining highway and inconvenience to other road users. It would therefore be contrary to Policy GP1 (x) (xv) and T33 of the City of Southampton Local Plan.

02.

The applicant failed to provide a financial contribution to off-site highway works and is therefore contrary to Policy GP1 (xvii) of the City of Southampton Local Plan.

03.

The application has failed to make provision for an element of affordable housing on the site in accordance with Policy H2 of the City of Southampton Local Plan.

04.

The development fails to provide adequate provision for the storage of bicycles on site, in a safe and secure manner and to the standard required by the Local Planning Authority and is therefore contrary to the Southampton City Council Cycling Plan 2000.

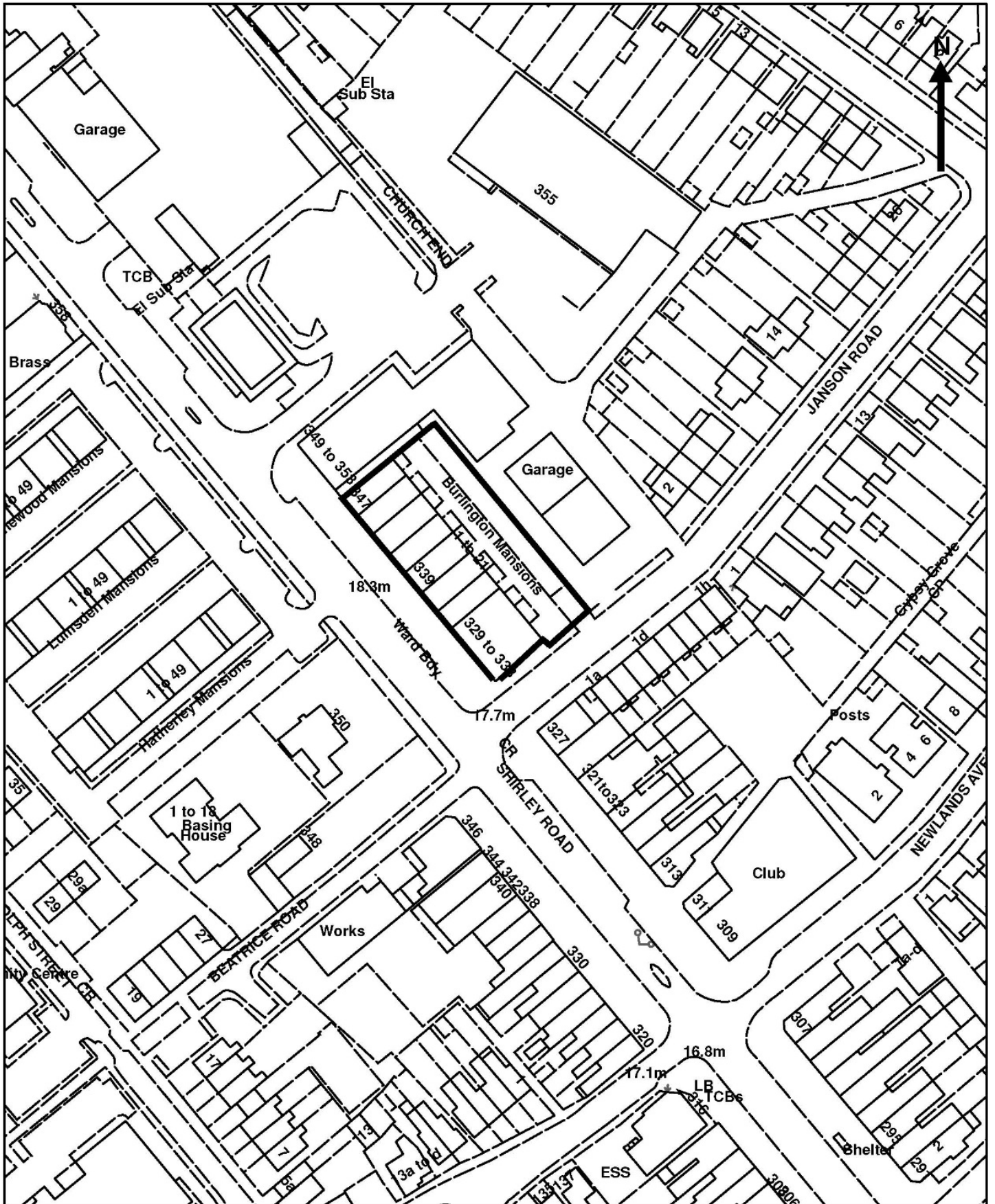
05.

The development fails to provide adequate amenity space for the likely inhabitants of the flats and is therefore contrary to Policy GP1(viii) of the City of Southampton Local Plan.

06.

Notwithstanding the above the scheme fails to provide adequate facilities for the storage and disposal of refuse associated with the flats or demonstrate that the scheme can satisfactorily accommodate such facilities the lack of which would be detrimental to local amenity.

14/01588/FUL



Scale: 1:1,250

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