

Planning, Transport & Sustainability Division
Planning and Rights of Way Panel 14th January 2014
Planning Application Report of the Planning and Development Manager

Application address: 71 Archery Grove SO19 9EW			
Proposed development: Erection of a 2-storey side extension to create 2x 2-bed flats with associated parking and cycle/refuse storage and retain existing dwelling			
Application number	13/01723/FUL	Application type	FUL
Case officer	Anna Lee	Public speaking time	5 minutes
Last date for determination:	02.01.2014	Ward	Woolston
Reason for Panel Referral:	Request by Ward Member and five or more letters of objection have been received	Ward Councillors	Cllr Cunio Cllr Hammond Cllr Payne

Applicant: Kevin and Mark Shepherd	Agent: Mr Gordon Rogers
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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. The development is considered to satisfactorily address the previous reasons for refusal. 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 as detailed in the report to Planning Panel dated 14th January 2014. The scheme is therefore judged to be in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and 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, SPD 4, SDP5, SDP7, SDP9, SDP13, SDP22, H1, H2 and H7 of the City of Southampton Local Plan Review (March 2006) and CS4, CS5, CS13, CS16, CS18,

Appendix attached			
1	Development Plan Policies	2	Relevant planning history
3	Previous plans for 07/02054/FUL		

Recommendation in Full

Conditionally approve

1.0 The site and its context

- 1.1 The application site comprises a detached, two-storey dwellinghouse located at the corner of the street within a residential area. The house has a hipped roof design and double-storey height bay to the front elevation. The property is fairly typical of the surrounding area which is suburban in character. There is a change in levels across the site, with the land sloping upwards from south to north.
- 1.2 The vehicular access for the existing property lies on side adjacent to St Anne's Road. This access will remain.

2.0 Proposal

- 2.1 The applicant has sought planning permission to enable the property to be extended to the side and rear at two-storey and single-storey level to provide two, two-bedroom flats whilst retaining the existing family dwelling house.
- 2.2 Three car parking spaces serving all three units and a shared garden area for the two flats has been proposed to the rear. The existing dwellinghouse has a separate private garden area.

3.0 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 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.

4.0 Relevant Planning History

- 4.1 In 2004 the Local Planning Authority approved a two-storey front extension to the property (our reference 04/01726/FUL) and this permission has been implemented.

4.2 In 2007/08 there were two applications refused (07/01324/FUL and 07/02054/FUL) seeking to extend the property to provide four, two-bedroom flats. The reasons for refusal mainly related to the massing and appearance of the extensions, together with the amount of amenity space and the impact on highway safety and are set out in full at **Appendix 2**. In 2011 a pre-application was submitted and the application has been submitted following discussions with Officers.

5.0 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 (15.11.2013). At the time of writing the report **80** representations have been received from surrounding residents, and a Ward Councillor has objected. A renotification has taken place following a revised car parking layout being submitted. A verbal update will be given at the meeting.

The following is a summary of the points raised:

5.2 Increased parking pressure and decreased highways safety

5.3 Response: Having considered both parking pressure issues, reason for refusal and highways safety implications the Highways Officer does not oppose the development. It is noteworthy that the Council currently have maximum parking standards. The move towards encouraging alternative modes of transport and less reliance on private motor vehicles in areas where alternative means of transport and other services are available is enshrined by both local and national policies. The Councils Parking Standards and relevant policies will be taken into account when assessing the application and the provision of 1 space per dwelling is acceptable in this location.

5.4 Too many flats in the area and impact on property value

5.5 Response: This is not a material planning consideration. Market forces dictate demand for accommodation type. A mix of unit types assists in creating 'mixed and balanced' communities.

5.6 Additional noise/antisocial behaviour.

5.7 Response: The Council must assess whether or not the additional units alone will lead to disturbance and nuisance, sufficient to substantiate a refusal. Furthermore there are other statutory powers more suited to the control of noise and anti-social behaviour.

5.8 Development sets a precedent.

5.9 Response: There would be no precedent set. Each proposal would need to accord with relevant policies in order to gain the support of the Local Planning Authority. Each application is judged on its own merits.

5.10 Increased refuse generation.

5.11 Response: Refuse storage can be achieved on site. Sufficient bins and storage

can be provided and a planning condition is recommended.

5.12 ***Poor Design and out of character with 1930's style of housing***

5.13 Response: The external design accords with the Residential Design Guide and internally the accommodation provided will produce an acceptable living environment. See paragraph 6.4 of this report for further justification.

5.14 ***Overdevelopment in size and mass.***

5.16 Response
See paragraph 6.4.

5.17 ***Overlooking and overshadowing of neighbouring accommodation.***

5.18 Response: See paragraphs 6.3- 6.3.2 which deals with issues of residential amenity.

5.19 ***Concerns over the congestion and disturbance during the construction phase***

5.20 Response: A condition detailing the location of storage and equipment during construction is suggested to address these concerns. An hours condition is also recommended.

5.21 ***Concerns over surface water runoff and drainage issues***

5.22 Response: See Southern Water's response below in paragraph 5.25

5.23 **SCC Highways** - The revised layout addresses previous concerns regarding access, sightlines and parking layout. Although the proposed development will introduce an additional one or two vehicles, the access overall is an improvement in terms of safety where sightlines are now provided and also on site turning facilities which allows vehicles to enter and leave in a forward gear.

5.24 **SCC Sustainability Team** – Conditions are recommended to ensure that the development achieves level 4 of the Code for Sustainable Homes in accordance with policy CS20 of the Local Development Framework Core Strategy.

5.25 **Southern Water** – An application will be needed to connect to the public sewer system. No objection raised.

6.0 Planning Consideration Key Issues

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

- The principle of this form of development/ previous reasons for refusal
- Impact on amenities of occupiers of neighbouring properties
- The impact on the character of the property and of the area.
- Quality of the living environment created.
- Access and car parking
- CIL and Mitigation (sustainability)

6.2 Principle of Development and previous reasons for refusal

The principle of development is acceptable as it provides residential accommodation and retains a family unit on site in line with the provisions of policy CS16 of the Core Strategy and provides a suitable mix of units to meet the Council's housing need.

- 6.2.1 The site lies in a sustainable location and is very convenient for buses and trains and is approximately 15 minutes walk to Woolston District Centre. The surrounding area is predominantly residential and characterised by two storey dwelling houses.
- 6.2.2 The previous scheme was refused for overdevelopment in terms of scale, bulk and massing. This scheme has been reduced from 4 units to 2 units and the width and depth have been reduced. The previous width was 7.76m and is reduced to 5m. The depth has reduced from 15m to 14m, overall the bulky footprint of the previous scheme has been greatly reduced especially at the rear so as to reduce the impact on 71 Archery Grove.
- 6.2.3 The second reason for refusal was based on highway safety as the occupiers had to reverse their cars onto the highway. The revised scheme provides on site turning and parking for three vehicles. This represents an improvement in highway and visual terms.

6.3 Impact on amenities of occupiers of neighbouring properties

All development has an impact on its neighbours; however, the residential amenities of nearby residents will not be adversely harmed by this development. The proposed development will not give rise to harmful sense of enclosure, loss of light, shadowing or overlooking / loss of privacy, having regard to the separation distance and the orientation of the proposed dwellings in relation to neighbouring properties. Approximately 15m lies between the rear of the extension and the side elevation of 2a St Anne's Road. The proposal lies on a corner and therefore complies with privacy distances both to the rear and to the side. There are no additional windows on the side adjacent to the existing dwelling.

- 6.3.1 The rear element does protrude further than the existing dwelling and therefore the proposal will have an impact on this property in terms of light received and overshadowing. However, due to the set back and reduction to single storey for part of it, it is felt the proposal would not be significantly harmful enough to warrant a reason for refusal as it will only have an impact on a small piece of the garden during part of the year (mainly winter). The proposal is not judged to be overbearing or dominant when viewed from the adjacent property or garden. With respect to adjacent properties due to the distance and its orientation the proposal will not harmfully impact these properties.
- 6.3.2 It is considered that the extension is unlikely to result in any harmful overlooking of neighbouring properties or result in adverse shading or outlook issues. The extension therefore complies with the standards as set out in the Councils Residential Design Guide (Supplementary Planning Document).

6.4 The impact on the character of the property and of the area.

The proposal is located on a prominent corner site which requires a bespoke design solution. The proposal has been designed in a manner to address the corner by articulating the building. There is still sufficient space proposed around the site in terms of setting adjacent to Archery Grove. The remaining space between the proposed elevation and the footpath varies from 1.5m to 4m in comparison with 4.5m to 7.5m on the opposite corner at number 79 Archery Grove. Although the remaining space is less, the vegetation at no. 79 Archery Grove conceals this area and as such the sense of space is not visually apparent.

- 6.4.1 The site coverage of 65% hardstanding and buildings does not result in an over development of the site as there is still a setting and adequate amenity space is provided for all units. It is noted that there is an increase in the number of units on site and the density is higher than the adjacent dwelling units. However, policy CS5 of the Core Strategy states that in this area the density of development should range from 50-100 dwellings per hectare and this proposal provides 60 dwelling per hectares therefore complying with policy.
- 6.4.2 In terms of the design, it is considered that the scale and massing of the proposed extension will not be out keeping with the appearance and character of the property. The scale and massing have been reduced by removing the bulk to the rear and providing a single storey element and reducing the width of the proposal. The design is sympathetic as it picks up design elements of the existing dwelling and the other dwellings in the locality. The extension is hipped and is designed to be subservient to the existing dwelling. The design is similar to that of no 79 Archery Grove across the road in terms of the set back and the insertion of a single storey element. The external appearance proposed is akin to properties within the street scene as render and brick elements are proposed.
- 6.4.3 The impact on the character of the area is deemed acceptable as all the dwellings, although similar in design, are not uniform.

6.5 Quality of the living environment created.

All new residential development is expected to provide prospective residents with a good living environment. The internal layout is compatible with modern living standards. All habitable rooms will receive acceptable outlook, ventilation and day lighting. The proposed habitable accommodation would have an acceptable level of outlook and are both dual aspect. Entrances to the building appear generally well-surveilled.

- 6.5.1 Each unit has a separate kitchen which is the main entrance point of the units to the rear and a lounge on the side elevation as well as two bedrooms (to the front and side). Both units are accessed to the rear via separate entrances; the first floor flat is accessed via a staircase within a single storey extension that provides the physical separation between the two patio areas to enable privacy. The ground floor is served via the rear elevation. There are no issues of loss of privacy as none of the units have views into the others accommodation.
- 6.5.2 The retained amenity space for the existing dwelling (50 square metres) would be acceptable in terms of the amount and the quality of space. The amount of amenity space proposed to serve the flats would be in excess of 60 square

metres for the two units (which exceeds our minimum standard of 20 square metres per flat). Each dwelling has secure refuse and cycle storage either attached to the dwelling or within the rear garden area. The living environment provided by this proposal is deemed appropriate for this type of development.

6.6 Access & Car parking

Parking provision is provided in accordance with the adopted Parking Standards SPD. One car parking space is proposed for the units, which is deemed acceptable. The layout has been amended to address issues of sight lines and to provide sufficient car parking spaces for the three units. The access is retained and enhanced and Highway Officer's are satisfied that there are no issues of highway safety.

6.6.1 Although, sufficient car parking has been provided on site the applicant has submitted a car parking survey that indicates that there are car parking spaces on the street during various times of the day and evening. The survey was undertaken over a period of seven days three times a day (morning, afternoon and evening).

6.7 CIL and Mitigation (sustainability)

This development is CIL liable. As it creates additional residential units a charge of £70/sq.m will be levied.

6.7.1 The development will be required to meet Level 4 of the Code for Sustainable Homes.

7.0 Summary

7.1 The principle of using an extension to provide housing on this site is accepted as it contributes towards the housing need whilst meeting the previous reasons for refusal. It retains a family dwellinghouse and provides two smaller units, and is acceptable in parking and highways terms. The impact on neighbouring dwellings has been mitigated through the layout and proposed scale of dwellings. As such an appropriate residential environment is proposed.

8.0 Conclusion

8.1 In conclusion, the proposal accords with the Development Plan and would therefore have an acceptable impact. As such the proposal is recommended for conditional approval.

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), 6 (c), 7 (a), 9 (a), (b).

ARL for 14/01/2014 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 - Approved Plans

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

Reason:

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

03. APPROVAL CONDITION - Materials to match [Performance Condition]

The materials and finishes to be used for the external walls, windows (including recesses), drainage goods and roof in the construction of the building hereby permitted shall match in all respects the type, size, colour, texture, form, composition, manufacture and finish of those on the existing building.

Reason:

To enable the Local Planning Authority to control the development in detail in the interest of the visual amenities of the locality and to endeavour to achieve a building of high visual quality and satisfactory visual relationship of the new development to the existing.

04. APPROVAL CONDITION - Boundary fence [Pre-Occupation Condition]

Before occupation of the development hereby approved, details of the design and specifications of the boundary treatment of the site shall be submitted to and approved in writing by the Local Planning Authority. The agreed boundary enclosure details shall be subsequently erected prior to the occupation of any of the units provided under this permission and such boundary treatment shall thereafter be retained and maintained to the boundaries of the site.

Reason:

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

05. APPROVAL CONDITION - Car parking layout [Pre-occupation Condition]

Prior to occupation of the units hereby approved the car parking spaces set out on drawing MT/ARCHERY/1/D shall be laid out and clearly marked in order to allocate the units on a 1:1 basis. The parking layout, sightlines and allocation of spaces on a 1:1 basis shall be retained and unaltered unless agreed in writing by the local planning Authority.

REASON

In the interests of highway safety.

06. APPROVAL CONDITION Cycle storage (Pre-commencement Condition)

Notwithstanding the information already submitted no development shall commence until plans and elevational details of the secure, covered cycle storage for the development hereby approved have been submitted to and approved in writing by the Local Planning Authority. The cycle storage shall be provided prior to the first occupation of the dwellings hereby approved and thereafter retained for that purpose at all times.

Reason

To ensure an appropriate provision of cycle storage is made for future occupants of the site in accordance with saved policy SDP5 of the adopted Local Plan.

07. APPROVAL CONDITION - Storage / Removal of Refuse Material [Pre-Occupation Condition]

Before the building is first occupied full details of facilities to be provided for the storage and removal of refuse from the premises together with the provision of suitable bins accessible with a level approach shall be submitted to and approved in writing by the Local Planning Authority. The facilities shall include accommodation and the provision of separate bins 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 visual amenity, the amenities of future occupiers of the development and the amenities of occupiers of nearby properties.

08. APPROVAL CONDITION - Material Storage (Pre-Commencement Condition)

No work shall be carried out on site unless and until provision is available within the site, in accordance with details to be submitted to and approved in writing by the Local Planning Authority, for all temporary contractors buildings, plant and stacks of materials and equipment 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 equipment be stored or operated from the public highway.

Reason:

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

Reason:

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

09. APPROVAL CONDITION - Amenity Space Access [Pre-Occupation Condition]

The external amenity space serving the development hereby approved, and pedestrian access to it, shall be made available as a communal area prior to the first occupation of the development hereby permitted and shall be retained with access to it at all times for the use of the flat units.

REASON:

To ensure the provision of adequate amenity space in association with the approved flats.

10. APPROVAL CONDITION- Land Contamination investigation and remediation [Pre-Commencement & Occupation Condition]

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.

11. APPROVAL CONDITION - Use of uncontaminated soils and fill [Pre-Commencement Condition]

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.

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

Before the development commences, written documentary evidence demonstrating that the development will achieve at minimum Level 4 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.

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).

13. 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 Level 4 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.

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).

14. APPROVAL CONDITION - No other windows or doors other than approved [Performance Condition]

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 as amended (or any order amending, revoking or re-enacting that Order), no windows, doors or other openings including roof windows or dormer windows other than those expressly authorised by this permission shall be inserted in the development hereby permitted without the prior written consent of the Local Planning Authority.

Reason:

To protect the amenities of the adjoining residential properties.

15. APPROVAL CONDITION - Wheel Cleaning Facilities [Pre-Use Condition]

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.

16. APPROVAL CONDITION - Public Sewer protection [Performance Condition]

The developer must advise the Local Planning Authority (in consultation with Southern Water) of the measures which will be undertaken to protect the public sewers, prior to the commencement of the development.

Reason:

In order to safeguard the public sewer.

17. APPROVAL CONDITION - Hours of work for Demolition / Clearance / Construction [Performance Condition]

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 hours to 18:00 hours (8.00am to 6.00pm)

Saturdays 09:00 hours to 13:00 hours (9.00am to 1.00pm)

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.

18. APPROVAL CONDITION - Residential - Permitted Development Restriction [Performance Condition]

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended), or any Order amending, revoking or re-enacting that Order, no building or structures within Schedule 2, Part 1, Classes as listed below shall be erected or carried out to any dwelling house hereby permitted without the prior written consent of the Local Planning Authority:

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

Class B (roof alteration),

Class C (other alteration to the roof),

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

Class F (hard surface area)

Reason:

In order that the Local Planning Authority may exercise further control in this locality given the small private garden and amenity areas provided as part of this development in the interests of the comprehensive development and visual amenities of the area.

Reason for granting Permission

The development is acceptable taking into account the policies and proposals of the Development Plan as set out below. The development is considered to satisfactorily address the previous reasons for refusal and the appeal decision. 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 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, SPD 4, SDP5, SDP7, SDP9, SDP13, SDP22, H1, H2 and H7 of the City of Southampton Local Plan Review (March 2006) and CS4, CS5, CS13, CS16, CS18, CS19, CS20 and CS25 of the Local Development Framework Core Strategy Development Plan Document (January 2010).

Note to Applicant - Pre-Commencement Conditions

Your attention is drawn to the pre-commencement conditions above which require the full terms of the condition to be satisfied before development commences. In order to discharge these conditions you are advised that a formal application for condition discharge is required. You should allow approximately 8 weeks, following validation, for a decision to be made on such an application. If the Decision Notice includes a contaminated land condition you should contact the Council's Environmental Health Department, and allow sufficient time in the process to resolve any issues prior to the commencement of development. It is important that you note that if development commences without the conditions having been formally discharged by the Council in writing, any development taking place will be unauthorised in planning terms and this may invalidate the Planning Permission issued. Furthermore this may result in the Council taking enforcement action against the unauthorised development. If you are in any doubt please contact the Council's Development Management Service.

Note to Applicant - Community Infrastructure Liability (Approval)

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

POLICY CONTEXT

Core Strategy - (January 2010)

POLICY CONTEXT

CS4	Housing Delivery
CS5	Housing Density
CS13	Fundamentals of Design
CS16	Housing Mix and Type
CS18	Transport: Reduce-Manage-Invest
CS19	Car & Cycle Parking
CS20	Tackling and Adapting to Climate Change

City of Southampton Local Plan Review – (March 2006)

SDP1	Quality of Development
SDP4	Development Access
SDP5	Parking
SDP7	Urban Design Context
SDP9	Scale, Massing & Appearance
SDP13	Resource Conservation
SDP22	Contaminated Land
H1	Housing Supply
H2	Previously Developed Land
H7	The Residential Environment

Supplementary Planning Guidance

Residential Design Guide (Approved - September 2006)
Parking Standards SPD (September 2011)

Other Relevant Guidance

The National Planning Policy Framework 2012

The Southampton Community Infrastructure Levy Charging Schedule (September 2013)

Relevant Planning History

03/00556/FUL Conservatory to side elevation conditionally approved 22.05.2003

04/01726/FUL Erection of a two storey front extension. Conditionally approved 22.12.2004

07/01324/FUL Two storey side extension to facilitate conversion of dwelling into 4 no.2 bed flats with associated car parking, bin and cycle storage. Refused 23.10.2007

07/02054/FUL Two storey side and rear extension to facilitate conversion of dwelling into 4x two bed flats with associated car parking, bin and cycle storage (resubmission). Refused 14.02.2008

Reasons for refusal 07/02054/FUL

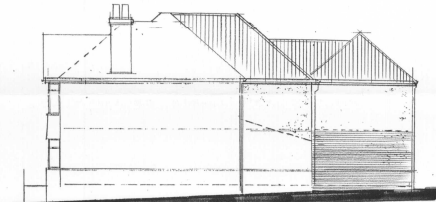
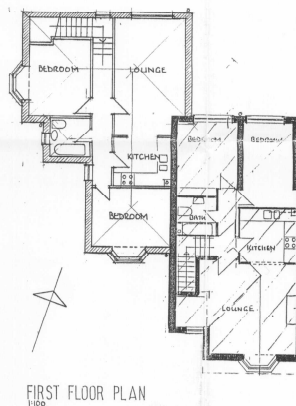
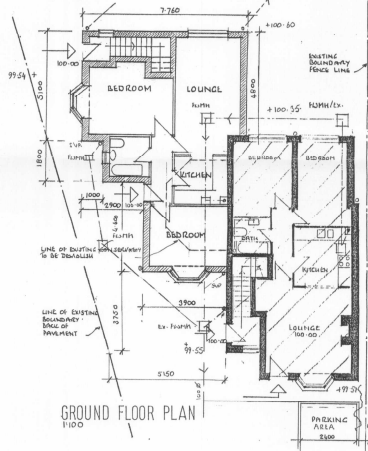
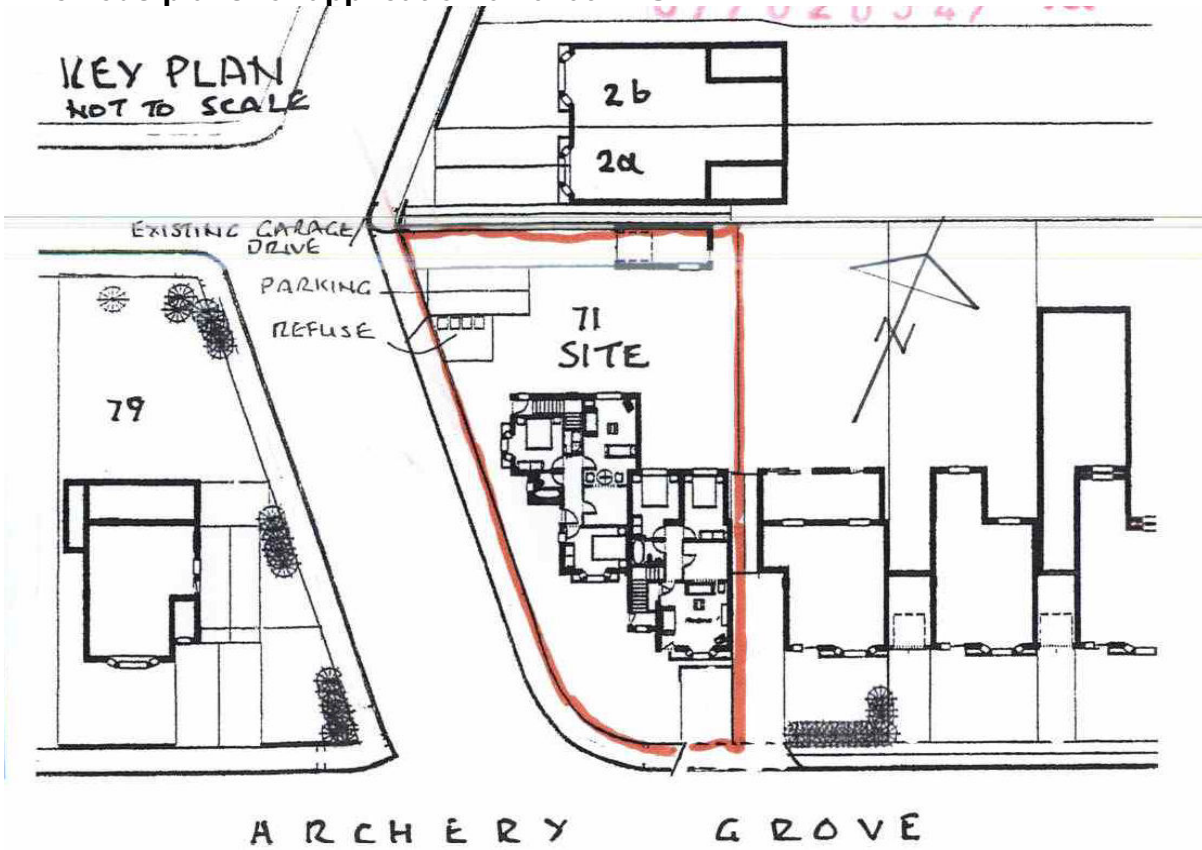
1. Overdevelopment/loss of space

The proposed development would result in an overdevelopment of the site due to the excessive footprint of the proposed extension and its projection towards Archery Grove. Its excessive footprint, together with its overall scale, bulk and massing results in a loss of space between the building and the highway at Archery Grove resulting in a building which has a significantly greater visual impact in the street scene than at present and erodes the spatial characteristics of the area . This pattern of spaces defines the street scene and is continued with a similar gap at 79 Archery Grove opposite and at the junction with St Anne's Road to the rear. Additionally it is considered that the proposed extension is poorly designed as it is bulky in its appearance and does not relate to the proportions of the existing dwelling. As such the proposed development is contrary to policies SDP1, SDP7, SDP9 and H7 of the adopted City of Southampton Local Plan Review (2006) and the relevant sections of the Council's approved Residential Design Guide SPD (2006).

2. Highway Safety

The proposal to provide additional car parking spaces, would due to the proximity to the junction have an adverse impact on the highway safety as it would result in conflict between pedestrians and vehicle users. Therefore, this would be detrimental to the safety and convenience of users of the adjoining highway. The development would therefore prove contrary to the provisions of Policy SDP1 and TI2 of the City of Southampton Local Plan Review as supported by the relevant sections of the Council's approved Residential Design Guide SPD (2006).

Previous plans for application 07/02054/FUL



NOTES:
 1. NEW TILES TO MATCH EXISTING (WITH FASCIAS AND GUTTERS TO MATCH)
 2. WALLS TO BE REPOINTED & FINISHED IN ONE COLOUR
 3. ROOF TO BE REPLACED WITH 10 YEAR GUARANTEE
 4. TO MATCH EXISTING
 5. EXISTING WINDOWS TO BE REFINISHED OR REPLACED
 6. ALL NEW WORK TO BE IN ACCORDANCE WITH BUILDING REGULATIONS
 7. CHECK LIST (SEE DRAWING)
 8. FINISHES TO MATCH EXISTING
 9. CHECK LIST (SEE DRAWING)

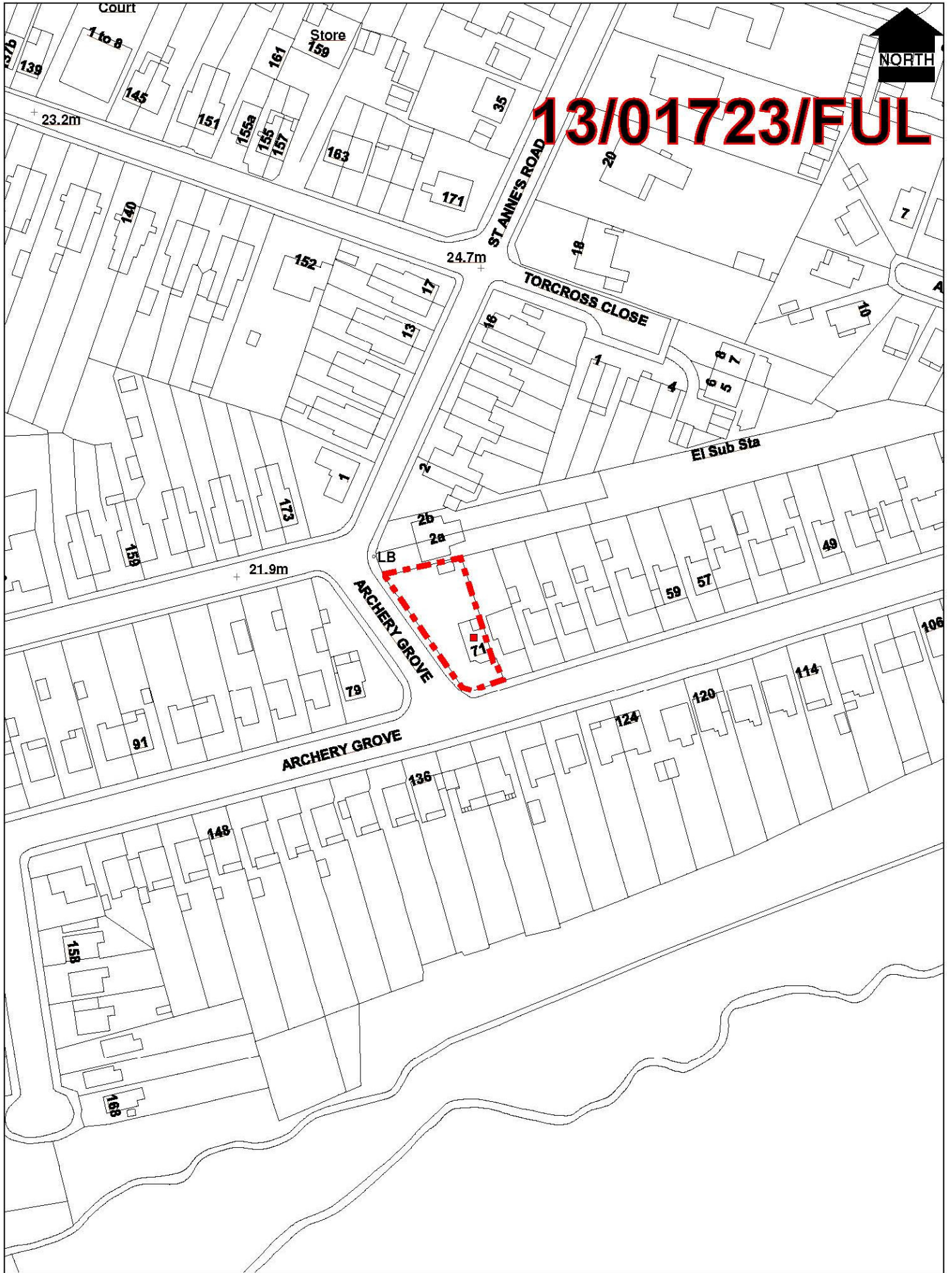
PROPOSED EXTENSION & CONVERSION TO FORM 4 FLATS
 71, ARCHERY GROVE - WOOLSTON - SOUTHAMPTON

REV. A: RE. DESIGN AND PLANNING 18-12-07
 RE. SUBMISSION

JOHN GRAN
 BUILDING DESIGN AND
 MANAGEMENT SERVICES
 30 Alton Road Hedge End
 SOUTHAMPTON SO30 4EU
 TEL: 01493 781459

DRW. NO. 9823-02A
 Rev. 01

Gateway Southampton
 One Stop Shop
 21 DEC 2007
 Received



Scale : 1:1250

Date :02 January 2014

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