

Planning, Transport & Sustainability Division
Planning and Rights of Way (EAST) Panel - 19 January 2016
Planning Application Report of the Planning and Development Manager

Application address: 37 Orpen Road			
Proposed development: Erection of a 2- bedroom single storey dwelling to the rear of existing bungalow			
Application number	15/01998/FUL	Application type	FUL
Case officer	Stuart Brooks	Public speaking time	5 minutes
Last date for determination:	01.02.2016	Ward	Bitterne
Reason for Panel Referral:	Five letters of objection have been received	Ward Councillors	Cllr Lloyd Cllr Jordan Cllr Letts

Applicant: Mr Scott Rae	Agent: n/a
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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 have been considered and are not judged to have sufficient weight to justify a refusal of the application, and where applicable conditions have been applied in order to satisfy these matters. The scheme is therefore judged to be in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and thus planning permission should therefore be granted. In reaching this decision the Local Planning Authority offered a pre-application planning service and has sought to work with the applicant in a positive and proactive manner as required by paragraphs 186-187 of the National Planning Policy Framework (2012). Policies - SDP1, SDP5, SDP7, SDP9, SDP10, SDP12, H1, H2, H7 of the City of Southampton Local Plan Review (as amended 2015) and CS4, CS5, CS13, CS16, CS18, CS19, CS20, CS22, CS25 of the Local Development Framework Core Strategy Development Plan Document (as amended 2015).

Appendix attached	
1	Development Plan Policies

Recommendation in Full

1. Delegate to the Planning and Development Manager to grant planning permission subject to the completion of a S.111 Agreement to secure contributions towards the Solent Mitigation Disturbance Project in line with Policy CS22 and CS25 of the adopted LDF Core Strategy (as amended 2015) and the adopted SPD relating to Planning Obligations (September 2013).

2. That the Planning and Development Manager be given delegated powers to add, vary and /or delete relevant parts of the Section 111 agreement and/or conditions as necessary.

3. In the event that the S.111 agreement is not completed by 1st February 2016 the Planning and Development Manager be authorised to refuse permission on the ground of failure to secure the provisions of the S. 111 Agreement.

1.0 The site and its context

1.1 The application site is located on the southern side of Orpen Road within the ward of Bitterne. The surrounding area is characterised by mixed suburban housing with a varied character. Siddal Close bounds the western and southern boundaries of the site (rear and side) and is a recently built street of higher density housing.

1.2 The application site itself contains a modest sized bungalow set back from the street by a front garden with an attractive hedge. An existing driveway to the side leads to a garage. There a group of tall conifer trees lining the southern boundary with close boarded fence backing onto Siddal Close.

2.0 Proposal

2.1 It is proposed to subdivide the rear garden of the existing property to form a single storey dwelling with 2 bedrooms. The dwelling would have a modern appearance with render and timber elevations and two sections of mono-pitched roofs. The proposed property will share the access with the existing dwelling following the removal of the garage.

2.2 There will be the provision of 2 off street car parking spaces for the proposed dwelling and 2 car parking spaces will also be retained for the existing dwelling. A back-to-back separation distance of 25m will be provided between the existing and proposed dwellings. The existing bungalow will retain a 10m deep and 125sq.m garden area, whilst the new dwelling would have a 14m deep garden to the front of it with an area of over 145 sq.m. It will be a requirement to plant new landscaping along the western boundary of the site adjacent to the rear garden fences of Siddal Close.

2.3 Since the submission of this application, the applicant has made minor amendments to the internal layout of the dwelling by flipping the main living area with the bedrooms to improve the quality of accommodation proposed. The access and turning areas for the parking areas have been slightly widened in order to comply with the Council's minimum size standards.

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 (as amended 2015) and the City of Southampton Core Strategy (as amended 2015). The most relevant policies to these proposals are set out at **Appendix 1**.

3.2 The National Planning Policy Framework (NPPF) came into force on 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.

- 3.3 Saved Policy SDP1 (Quality of development) of the Local Plan Review allows development, providing that it does not unacceptably affect the health, safety and amenity of the city and its citizens. Policy SDP7 (Context) and SDP9 (Scale, Massing, and Appearance) allows development which will not harm the character and appearance of the local area, and the building design in terms of scale and massing should be high quality which respects the surrounding area. Policy CS13 (Fundamentals of Design) assesses the development against the principles of good design.
- 3.4 Policy CS4 acknowledges that new homes will generally need to be built at higher densities. New dwellings coming forward on suitable windfall sites will contribute towards delivering the Council's strategic target for housing supply.
- 3.5 Policy CS5 (Housing Density) of the Core Strategy acknowledges that whilst there is continuing pressure for higher densities in order to deliver development in Southampton, making efficient and effective use of land, however, the development should be an appropriate density for its context, and protect and enhance the character of existing neighbourhoods.
- 3.6 Policy CS19 of the Core Strategy (Car and Cycle Parking) of the Core Strategy sets out the Council's approach to car and cycle parking standards for new developments in the city, as supported by the guidance and standards set out in section 4.2 of the Parking Standards Supplementary Planning Document (formally adopted September 2012).

4.0 Relevant Planning History

- 4.1 The existing bungalow was granted permission in 1957. No further development has been granted since. In early 2015, the applicant sought pre-application design advice from officers prior to the formal submission.
- 4.2 The housing within Siddal Close was approved in 1998 (ref no. 981296/E) as an infill development adjacent to the site.

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 (23.10.15). At the time of writing the report **5** representations have been received from surrounding residents. The following is a summary of the points raised:

5.1.1 Overdevelopment of the site

Response

The subdivided plot is physically large enough to accommodate the footprint of the existing and proposed dwellings whilst providing good quality space for amenities and parking for the existing and future occupiers. The resultant garden

areas are significantly larger than the 90 sq.m that the Council usually seeks for detached dwellings. As such, the proposal is not over-development.

5.1.2 Noise disruption from construction work

Response

This is not a reason for resisting new development although the disruption from the development to local residents can be mitigated through careful management of the construction through limiting the times outside anti-social hours, and agreeing details of the materials storage, constructors compound/parking, and dust/noise suppression measures. These are controlled through proposed conditions 9 and 11.

5.1.3 Loss of privacy and security to the rear gardens of Siddal Close from the removal of landscaping and garage. The existing landscaping and trees are important to the local character

Response

The neighbours to the west of the site boundary currently benefit from landscaping and planting that belongs to the garden of another property which is outside of their ownership and control. The owner does not need permission to remove this vegetation should they would wish to do so.

The use of the garden land along the western boundary will not effectively change apart from belonging to another dwelling. There is no evidence to suggest that this would physically make the neighbouring properties less secure than existing and more susceptible to crime. There will be natural surveillance (as well as a further presence of people) looking onto the boundary of the rear gardens of Siddal Close.

The new single storey dwelling will be set back 3m from the boundary fence with the properties to the west in Siddal Close resulting in a 13 metre separation between the dwellings themselves. The boundary treatment (controlled by proposed condition 7) and single storey height of the proposed building will ensure there is no direct overlooking of the neighbouring gardens or dwellings. The applicant will be expected to provide suitable planting along the western boundary as part of a comprehensive landscaping scheme.

The removal of the unprotected conifer trees is not considered detrimentally affect the visual amenities of the local area. The evergreen tree specimens are not considered worthy of retention by the Tree team.

5.1.4 Garden grabbing and out of character back-land development. The design is out of keeping with the existing property

Response

The siting of the proposed dwelling will relate to the context of the properties in Siddal Close to the side and rear of the property. There is a range of plot and garden sizes within the surrounding area, many of which are significantly smaller than the size of plots that would result from the development. As such, the new dwelling would not be visually isolated from the surrounding properties and therefore would not be out of character with the local area.

The style of dwellings are varied in the local area. A new building does not necessarily have to copy the style of existing buildings and the design should be assessed on its own merits. The Council's adopted Residential Design Guide Supplementary Planning Document encourages contemporary residential design. The back-land location of the dwelling allows potential for a modern design since it would not be readily visible from public vantage points. The appearance of the new dwelling is considered to be modest in proportion and visually interesting with its glazed entrance feature and broken roof pitch. The overall quality of the building's appearance can be ensured by using high quality materials and finishes to be controlled by condition.

5.1.5 **Loss of wildlife through the removal of landscaping in the garden**

Response

The Ecologist has stated that the vegetation at the end of the garden certainly has the potential to support nesting birds and potentially foraging bats. However, they have recommended that this impact can be adequately mitigated through planting suitable replacement vegetation, and ensuring that the vegetation clearance is only carried out outside the bird nesting period (March to August).

Consultation Responses

5.2 **SCC Highways** - No objection, subject to conditions.

Comments

The site currently benefits from a vehicular access and the increase of one additional unit is not considered to demonstrate significant harm to highway safety. However the proposed parking and access layout will need to be amended slightly in order to provide a better and safer design. The access should be widened to 4.5m (for at least 6m into the site) to allow for the passing of two vehicles. If possible a small section (preferably at least a metre) of low wall, west of the access, should be retained to allow for a buffer to provide sightlines looking left when exiting the site.

The parking spaces can be redesigned to allow for better turning so to enable and encourage vehicles to enter and leave the site in a forward gear. Also, ensure all parking spaces are 2.4m x 5m.

The other issue is the management of refuse and bins. The bins will need to be near located conveniently for the proposed unit within a well-designed bin store. However, the collection point would need to be close to the public highway in order for it to be collected. A management plan will be required to state that the bins would be moved to the designated collection point on collection days only and then moved back to the bin store.

Cycle parking facilities would also be required.

Officer Response

Amended plans have been submitted which now address the Highway Officer's advice.

5.3 **SCC Sustainability Team** – No objection, subject to conditions.

- 5.4 **Southern Water** - No objection, subject to the protection of the nearby public sewer.
- 5.5 **SCC Tree Team** - There was no objection raised at pre-application stage in terms of the removal of the conifer trees as they are not considered worthy of retention.

6.0 Planning Consideration Key Issues

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

- Principle of Development;
- Impact on Character and Amenity and;
- Impact on Highway Safety

6.2 Principle of Development

6.2.1 Whilst residential gardens are not previously developed land in planning terms, the National Planning Policy Framework requires the Council to set its own policies to resist inappropriate development in rear gardens where harm is caused to the character of the local area (para 53 refers). The Council does not have adopted policies which resist the use of gardens for new development and, therefore, the site should be assessed on the basis of the context and character of the local area and as such any inappropriate development proposals in rear gardens would be refused.

6.2.2 This proposal would contribute towards the delivery of housing and the provision of additional housing would meet an identified need and is, therefore, welcome. The development would achieve a residential density of 22 dwellings per hectare (dph), which is less than the range of 50 to 100 (dph) that the Policy CS5 suggests as being appropriate for medium accessibility locations such as this. Since there are no minimum density requirements, it is considered that the development strikes an appropriate balance between making good use of the site to provide further housing, whilst maintaining the lower-density character of the area. The principle of development is, therefore, acceptable.

6.3 Impact on Character and Amenity

6.3.1 It is considered that the intensification of this plot to build a single storey dwelling on the rear half of the garden would respect the typical pattern of development established within Siddal Close to the side and rear of the site. As noted above, the proposal would retain and provide garden areas for both the existing and proposed dwellings that are well in excess of the Council's adopted design guidance, which would assist in ensuring that the suburban character of the area is not harmed by utilising garden land for new development.

6.3.2 The back-land location of the dwelling allows potential for a modern design since the addition would not be readily visible from public vantage points. The appearance of the new dwelling is considered to be modest in proportion and visually interesting with its glazed entrance feature and broken roof pitch. The overall quality of the building's appearance can be ensured by using high quality materials and finishes to be controlled by condition. Furthermore, the low, pitched roof of the dwelling, which slopes away from the boundaries with the neighbouring properties, minimises the physical impact of the development on the surrounding

area.

- 6.3.3 The single storey nature of the building and its 3m set back from the boundary with Siddal Close, to the west, would ensure that the privacy of the neighbouring properties is not adversely affected by overlooking. The dwelling is sited to be positioned away from the most-useable parts of neighbouring gardens, thereby minimising the effect on the neighbouring occupiers. The single storey massing of the building would ensure that it would not be visually dominant from the gardens of the neighbouring properties. The replacement planting along the boundary would further mitigate the perceived loss of privacy to these neighbours.
- 6.3.4 The Tree Team are not opposed to the removal of the Conifer trees along the rear boundary as they are not protected or worthy of retention in arboricultural terms. The other trees on site are also not statutorily protected. A suitable number and species type of trees can be planted to replace the loss of these other trees (with the exception to the Conifer trees which are classed as a high hedge) as part of a landscaping scheme to be agreed.
- 6.3.5 The land will remain in residential use for a modest sized family home (2 bedrooms). Therefore it is considered that the additional activities associated with the new dwelling would not be significantly harmful to the amenities of the neighbouring properties.
- 6.3.6 The existing driveway will be extended a further 10m to form part of the shared access and create the turning and parking area for the new dwelling. The applicant will be required to provide planting along this boundary. The noise and disturbance generated by the level of movements by the vehicles associated with this modest sized dwelling would not be considered to cause a harmful disturbance to the gardens of the neighbouring occupiers.
- 6.3.7 It should be noted that the area of garden to the east at 35 Orpen Road is a tarmac parking area so there would be limited affects to the amenities of this property from the new dwelling.
- 6.3.8 The subdivided plot is physically large enough to accommodate the footprint of the existing and proposed dwellings whilst providing adequate privacy separation distances, space for amenities, functional gardens, and parking for the existing and future occupiers. The internal layout of the new dwelling would provide acceptable living conditions for the future occupiers.
- 6.3.9 As such, it is considered that a dwelling of this scale can be accommodated in the rear half of the garden without compromising the amenities and character of the local area.

6.4 Parking and Highways

- 6.4.1 The application site lies within an area of Medium Accessibility to Public Transport (Public Transport Accessibility Band 3). The adopted Parking Standards Supplementary Planning Document (SPD) permits a maximum of 2 car parking spaces to serve the proposed development and the application proposal provides for this. Similarly, the existing dwelling on site comprises two bedrooms and two car parking spaces would be retained for this property, in accordance with the SPD.

6.4.2 The development would make use of the existing vehicular access from Orpen Road and on-site turning would be provided to ensure that vehicles can enter and leave the site in a forward gear. Following the submission of the amended plans, the Highway Officer is satisfied that the shared access and the parking arrangements and its provision would not detrimentally affect highway safety.

6.4.3 There is sufficient room to the frontage of the existing dwelling to incorporate a refuse collection area for the proposed dwelling. A condition is suggested to secure this, together with appropriate screening. Further details of the cycle storage can be agreed by condition to ensure that it complies with adopted standards.

6.5 Impact on Protected Habitats

6.5.1 The Conservation of Habitats and Species Regulations 2010 (as amended) provides statutory protection for designated sites, known collectively as Natura 2000, including Special Areas of Conservation (SAC) and Special Protection Areas (SPA). This legislation requires competent authorities, in this case the Local Planning Authority, to ensure that plans or projects, either on their own or in combination with other plans or projects, do not result in adverse effects on these designated sites. The Solent coastline supports a number of Natura 2000 sites including the Solent and Southampton Water SPA, designated principally for birds, and the Solent Maritime SAC, designated principally for habitats. Research undertaken across south Hampshire has indicated that current levels of recreational activity are having significant adverse effects on certain bird species for which the sites are designated. A mitigation scheme, known as the Solent Disturbance Mitigation Project (SDMP), requiring a financial contribution of £174 per unit has been adopted. The money collected from this project will be used to fund measures designed to reduce the impacts of recreational activity. This application has complied with the requirements of the SDMP and meets the requirements of the Conservation of Habitats and Species Regulations 2010 (as amended).

6.5.2 It is recommended that the contribution can be secured by Officer's following a resolution by the Panel to grant permission.

7.0 Summary

7.1 In summary, the provision of a dwelling of this modest scale in this back-land location represents a more efficient and acceptable higher density use of the garden land. This would respect the context and character of the surrounding area and would not compromise the amenities of the neighbouring and existing occupiers. As such, the subdivision of the plot would provide a suitable windfall site that would contribute to the city's family housing supply.

8.0 Conclusion

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

1 (a), (b), (c), (d), 2 (b), (d) 6 (c), 7 (a), 9 (a) and (b)

SB for 19/01/16 PROW Panel

PLANNING CONDITIONS

01. Full Permission Timing Condition

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

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

02. Details of building materials to be used

Notwithstanding the information shown on the approved drawings and application form, with the exception of site clearance, demolition and preparation works, no development works shall be carried out until a written schedule of external materials and finishes, including samples and sample panels where necessary, has been submitted to and approved in writing by the Local Planning Authority. These shall include full details of the manufacturer's composition, types and colours of the external materials to be used for external walls, windows, doors, rainwater goods, and the roof of the proposed buildings. It is the Local Planning Authority's practice to review all such materials on site. The developer should have regard to the context of the site in terms of surrounding building materials and should be able to demonstrate why such materials have been chosen and why alternatives were discounted. If necessary this should include presenting alternatives on site. Development shall be implemented only in accordance with the agreed details.

Reason: To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a building of visual quality.

03. Cycle storage facilities

Before the development hereby approved first comes into occupation, secure and covered storage for bicycles shall be provided in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. The storage shall be thereafter retained as approved.

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

04. Unsuspected Contamination

The site shall be monitored for evidence of unsuspected contamination throughout construction. If potential contamination is encountered that has not previously been identified, no further development shall be carried out unless otherwise agreed in writing by the Local Planning Authority. Works shall not recommence until an assessment of the risks presented by the contamination has been undertaken and the details of the findings and any remedial actions has been submitted to and approved by the Local Planning Authority. The development shall proceed in accordance with the agreed details unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure any land contamination not previously identified is assessed and remediated so as not to present any significant risks to human health or, the wider environment.

05. Use of uncontaminated soils and fill

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.

06. Protection of nesting birds

No clearance of vegetation likely to support nesting birds shall take place between 1 March and 31 August unless a method statement has been agreed in writing by the Local Planning Authority and works implemented in accordance with the agreed details.

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

07. Landscaping, lighting & means of enclosure detailed plan

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

- i. hard surfacing materials;
- ii. planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/planting densities where appropriate;
- iii. an accurate plot of all trees to be retained and to be lost (with exception to the conifer trees). Any trees to be lost shall be replaced on a favourable basis (unless circumstances reasonably dictate otherwise);
- iv. The area of front boundary hedge to be removed to facilitate the widened site access shall be replaced within the next planting season by a species to be first agreed in writing by the Local Planning Authority. The remainder of the existing front boundary hedge shall be retained.
- v. details of any proposed boundary treatment, including retaining walls and;
- vi. a landscape management scheme.

The approved hard and soft landscaping scheme (including parking and boundary treatment) for the whole site shall be carried out prior to occupation of the building or during the first planting season following the full completion of building works, whichever is sooner. The approved scheme implemented shall be maintained for a minimum period of 5 years following its complete provision.

Any trees, shrubs, seeded or turfed areas which die, fail to establish, are removed or become damaged or diseased, within a period of 5 years from the date of planting shall be replaced by the Developer in the next planting season with others of a similar size and species unless the Local Planning Authority gives written consent to any variation. The Developer shall be responsible for any replacements for a period of 5 years from the date of planting.

Reason: To improve the appearance of the site and enhance the character of the development in the interests of visual amenity, to ensure that the development makes a positive contribution to the local environment and, in accordance with the duty required of the Local Planning Authority by Section 197 of the Town and Country Planning Act 1990

08. Refuse & Recycling

Prior to the commencement of development, details of storage for refuse and recycling, together with a collection point adjacent to Orpen Road with appropriate screening from the street, shall be submitted to and approved in writing by the Local Planning Authority. The storage shall be provided in accordance with the agreed details before the development is first occupied and thereafter retained as approved. Unless otherwise agreed by the Local Planning Authority, except for collection days only, no refuse shall be stored to the front of the development hereby approved.

Reason: In the interests of visual amenity, the amenities of future occupiers of the development and the occupiers of nearby properties and in the interests of highway safety.

09. Construction Management Plan

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

- (a) parking of vehicles of site personnel, operatives and visitors;
- (b) loading and unloading of plant and materials;
- (c) storage of plant and materials, including cement mixing and washings, used in constructing the development;
- (d) treatment of all relevant pedestrian routes and highways within and around the site throughout the course of construction and their reinstatement where necessary;
- (e) measures to be used for the suppression of dust and dirt throughout the course of construction;
- (f) details of construction vehicles wheel cleaning; and,
- (g) details of how noise emanating from the site during construction will be mitigated. The approved Construction Management Plan shall be adhered to throughout the development process unless agreed otherwise in writing by the local planning authority.

Reason: In the interest of health and safety, protecting the amenity of local land uses, neighbouring residents, the character of the area and highway safety.

10. Wheel Cleaning Facilities

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.

11. Hours of work for Demolition / Clearance / Construction

All works relating to the demolition, clearance and construction of the development hereby granted shall only take place between the hours of:

Monday to Friday 08:00 to 18:00 hours

Saturdays 09:00 to 13:00 hours

And at no time on Sundays and recognised public holidays.

Any works outside the permitted hours shall be confined to the internal preparations of the buildings without audible noise from outside the building, unless otherwise agreed in writing by the Local Planning Authority.

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

12. Public Sewer protection

Prior to the commencement of development, details of the measures to protect the public sewer from damage during the demolition and construction shall be submitted to and approved by the Local Planning Authority in writing. The measures shall be implemented as approved for the duration of demolition and construction works.

Reason: In order to safeguard the public sewer.

13. Energy & Water

Before the development commences, written documentary evidence demonstrating that the development will achieve at minimum 19% improvement over 2013 Dwelling Emission Rate (DER)/ Target Emission Rate (TER) (Equivalent of Code for Sustainable Homes Level 4 for Energy) and 105 Litres/Person/Day internal water use (Equivalent of Code for Sustainable Homes Level 3/4) in the form of a design stage SAP calculations and a water efficiency calculator shall be submitted to the Local Planning Authority for its approval, unless an otherwise agreed timeframe is agreed in writing by the LPA.

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

14. Energy & Water

Within 6 months of any part of the development first becoming occupied, written documentary evidence proving that the development has achieved at minimum 19% improvement over 2013 Dwelling Emission Rate (DER)/ Target Emission Rate (TER) (Equivalent of Code for Sustainable Homes Level 4 for Energy) and 105 Litres/Person/Day internal water use (Equivalent of Code for Sustainable Homes Level 3/4) in the form of final SAP calculations and water efficiency calculator and detailed documentary evidence confirming that the water appliances/fittings have been installed as specified shall be submitted to the Local Planning Authority for its approval.

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

15. Amenity Space Access

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

Reason: To ensure the provision of adequate amenity space for the existing and future occupiers.

16. Parking and Access

The parking and access shall be provided in accordance with the plans hereby approved before the development first comes into occupation and thereafter retained as approved.

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

17. Approved Plans

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

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

POLICY CONTEXT

Core Strategy - (as amended 2015)

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

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

SDP1	Quality of Development
SDP5	Parking
SDP7	Context
SDP9	Scale, Massing & Appearance
SDP10	Safety and Security
SDP12	Landscaping
H1	Housing supply
H2	Previously developed land
H7	Residential environment

Supplementary Planning Guidance

Residential Design Guide (Approved - September 2006)

Planning Obligations (Adopted - September 2013)

Parking Standards SPD (September 2011)

Other Relevant Guidance

The National Planning Policy Framework (2012)

The Southampton Community Infrastructure Levy Charging Schedule (September 2013)

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Scale: 1:1,250

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