

Planning and Rights of Way Panel 14th March 2017
Planning Application Report of the Service Lead - Infrastructure, Planning & Development

Application address: Glyn Court, 37 Archers Road, Southampton			
Proposed development: Proposed fourth storey extension to existing building to create 2 additional 2 bedroom flats with associated parking and bin and bike storage.			
Application number	16/00328/FUL	Application type	FUL
Case officer	Andrew Gregory	Public speaking time	5 minutes
Last date for determination:	17.03.2017 (Extension of Time Agreement)	Ward	Freemantle
Reason for Panel Referral:	Referral request from Cllr Moulton and six representations	Ward Councillors	Cllr Parnell Cllr Shields Cllr Moulton

Applicant: Mr D Wilson	Agent: Jenkins Architecture
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Recommendation Summary	Delegate to Service Lead - Infrastructure, Planning & Development 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 as detailed in the report to the Planning & Rights of Way Panel on 14th March 2017 have been considered. The impacts of the scheme on the character of area and adjacent neighbouring properties 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 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). Accordingly the proposal complies with policies CS4, CS6, CS13, CS18, CS19, CS20, CS22 and CS25 of the Core Strategy (2015) saved policies SDP1, SDP4, SDP5, SDP7, SDP9, SDP10, SDP11, SDP13, SDP14, SDP15, SDP16, SDP17, SDP22, H1, H2 and H7 of the adopted City of Southampton Local Plan Review (Amended 2015), Supplementary Planning Document 'Residential Design Guide' (2006), Parking Standards (2011) and the National Planning Policy Framework (2012).

Appendix attached			
1	Development Plan Policies		

Recommendation in Full

1. Delegate to the Planning and Development Manager to grant planning permission subject to the planning conditions recommended at the end of this report and the completion of a S.106 Legal Agreement to secure:
 - i. Financial contributions towards Solent Disturbance Mitigation Project in accordance with policy CS22 (as amended 2015) of the Core Strategy and the Conservation of Habitats and Species Regulations 2010.
2. In the event that financial contributions towards Solent Disturbance Mitigation Project are not completed within one month of the decision of the Planning and Rights of Way Panel, the Service Lead - Infrastructure, Planning & Development be authorised to refuse permission on the ground of failure of the application to mitigate against its wider direct impact with regards to the additional pressure that further residential development will place upon the Special Protection Areas of the Solent Coastline contrary to Policy CS22 of the Council's Amended Core Strategy (2015) as supported by the Habitats Regulations.
3. That the Planning and Development Manager be given delegated powers to add, vary and /or delete conditions as necessary.

1.0 The site and its context

- 1.1 The application site comprises a 3 storey block of 6 x 2 bedroom flats located on the northern side of Archers Road. This property was constructed in 1956 (ref.1083/37) alongside a block of 6 lock up garages to the rear (ref.1086/38). 4 no. allocated car parking spaces serving the neighbouring flatted at 39 Archers Courts are located to the front of the building. The front elevation of this property is set back from the public footpath at a distance of approximately 26m, behind a front garden, front driveway and low boundary wall. Site access is taken from Archers Road.
- 1.2 The surrounding area is predominantly residential in character. The neighbouring site to the east (19 Archers Road) is occupied by three-storey terraced housing, the adjoining site to the west is occupied by a 3-5 storey flatted block and the adjacent side of Archers Road is occupied by three-storey terraced housing. Larger flatted blocks are located nearby on Archers Road, including 9-storey Overdell Court. Parking controls are in place within Archers Road with either no parking at any time or no parking Monday-Saturday 8am-6pm. Northlands Road has parking restrictions on its eastern side with no parking Monday-Saturday 8am-6pm, the western side contains unrestricted parking with the exception of 2hr waiting outside Tudor Wood flats.

2.0 Proposal

- 2.1 The proposal seeks to extend the building with an additional storey comprising 2 additional 2-bed flats. The additional storey would have a flat roofed design with a set-back and raised parapet in order to provide roof terraces to the front and rear.

The existing chimneys will be retained and extended. The additional floor would be finished in matching brick cladding with aluminium capping to the flat roof and render finish to the raised parapet and side walls. 2 no. additional parking spaces are proposed at the rear of the building. The flats would be served by the existing side entrance and stair core.

- 2.2 The resultant building would have 4-storeys with a total of 8 flats and a ratio of 1:1 car parking provision.

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

4.0 Relevant Planning History

- 4.1 In 1956, planning permission was granted for the existing building comprising 6 flats, known as ‘Glyn Court’ (ref 1083/3) and also the garage court at the rear (ref.1086/38).

- 4.2 The neighbouring site to the west comprises a 3-5 storey flatted block (Simco) allowed on appeal 26.07.2012 (ref 11/01336/FUL). This approved scheme comprises 20 flats (7 x 1-bedroom, 7 x 2-bedroom and 6 x 3-bedroom) served by 10 on-site car parking spaces.

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 (47 in total) and erecting a site notice (11.03.2016). At the time of writing the report **6 representations** have been received from surrounding residents and a panel referral request from Ward Councillor Moulton. The following is a summary of the planning related points raised:

- 5.2 Overlooking of neighbouring roof terrace within Simco Court

Response

High level windows are proposed within the side elevation and privacy screens have been added to the balconies to ensure the proposed flats will not overlook Simco Court. A condition will be added to ensure the privacy screens are installed prior to first occupation and thereafter retained.

5.3 Reduction in value of neighbouring property

Response

Planning is concerned with land use in the public interest, and therefore the protection of purely private interests such as the impact of a development on the value of a neighbouring property is not a material consideration, as set out within National Planning Practice Guidance.

5.4 Impact of construction noise

Response

Construction noise is an unfortunate symptom of development and cannot be used as a reason to refuse planning permission. Environmental controls can be put in place through planning conditions to control the hours of work and construction environment management in order to minimise the impact of noise and disturbance to existing occupiers.

5.5 Insufficient parking provision

Response

The provision of 1 space per new 2 –bed accords with the Council’s maximum car parking standards. The maximum would be 2 spaces per dwelling. The proposal does not result in the loss of parking provision for existing residents.

The site is located within an accessible location, in close proximity to public transport services, places of work and amenities within the city centre which lessens the reliance on the motorcar. Existing parking controls within Archers Road and adjoining streets will prevent any parking overspill from prejudicing highway safety. See planning considerations for further discussion on this point.

5.6 Impact of existing access and parking arrangement for Simco Court

Response

The 4 car parking spaces to serve Simco Court at the front of Glyn Court and associated pedestrian access is a private arrangement and is not a breach of planning control.

5.7 The proposed car parking spaces would compromise the existing vehicle turning area.

Response

No objection has been raised from Highways Development Management in relation to the proposed parking layout, subject to the relocation of car parking space 8 in front of car parking space 7. This will create appropriate turning width (in excess of 6m) for cars parked in front of garages 1-4. The relocation of car parking space 8 will still provide a 3.5m access width between the car parking space and the building which is sufficient for vehicles and pedestrians to pass.

5.8 The existing driveway access is narrow and may lead to vehicles reversing out onto Archers Road. Increasing the driveway width to 4.5m to allow vehicles to pass, would result in the loss of existing garden space.

Response

The proposal will require the widening of the existing opening but will not result in the loss of garden space. The widening of the opening and repositioning of the existing brick pier will not harm the street scene. The access widening is considered necessary to reduce the likelihood of vehicles having to reverse onto Archers Road, in the interests of highway safety.

- 5.9 Travel demands of the additional flats will exacerbate existing traffic congestion within Archers Road
Response
No objection has been raised by Highways Development Management. The impact of 2 additional car parking spaces would not have a sufficiently harmful impact on the network to substantiate a reason for refusal. Furthermore the site is situated within a sustainable location which will encourage walking / cycling.
- 5.10 Concern regarding the potential loss of the existing chimneys which are used for heating
Response
The scheme has been amended to retain the chimneys.
- 5.11 Disruption and inconvenience of further construction work following the impact of building works on neighbouring sites for the past 3 years, to the determinant of health and wellbeing
Response
Construction noise is an unfortunate symptom of development and cannot be used as a reason to refuse planning permission. Environmental controls can be put in place through planning conditions to control the hours of work and construction environment management in order to minimise the impact of noise and disturbance to existing occupiers.
- 5.12 Scaffolding could compromise resident parking arrangements
Response
The depth of scaffolding around the building will not harmfully compromise existing vehicle access and turning. It is considered that sufficient vehicle access width in excess of 3.5m and rear turning area in excess of 6m would still be retained.
- 5.13 Extra soundproofing between the new top floor and the existing one should be insisted on if planning permission is granted.
Response
The development will need to meet the soundproofing requirements under part E of the Building Regulations. It would be unreasonable for the planning department to require a higher specification.
- 5.14 Potential late night disturbance arising from the two additional flats that could accommodate up to 8 persons
Response
It is highly unlikely that the proposed 2 no. 2-bed flats would be occupied by a total of 8 adults. Any late night noise disturbance is controlled by environmental health legislation.
- 5.15 Objection to the use of rendering because it can cause many problem, including damp and can become unsightly
Response
The proposal no longer seeks to render the existing building. The existing brickwork will remain and brick cladding will be used on the extension. A narrow band of render would be applied to the parapet to provide a transition to the existing bricks and proposed brick cladding.

- 5.16 There are only 6 spaces to the rear for parking and 2 in the front for existing occupiers. The feeholder has leased 4 spaces within the front to Simco Court
Response
The existing car parking provision will not change.
- 5.17 Balconies cause problems to the flats below in terms of water ingress
Response
The small terraces will be required to meet building regulations in relation to water tightness.
- 5.18 Request the addition of lintels to existing windows to accommodate the additional loading
Response
Structural loading calculations assessed under Buildings Regulations will determine if any measures are required to support and enhance the existing building. Modern roof extensions are generally of light weight timber framed construction with light weight cladding.
- 5.19 The four car parking space to the front serving Simco Court are sometimes double parked
Response
This is an on-site management issue and a private matter between freeholder, leaseholder and tenants.
- Consultation Responses**
- 5.20 **SCC Highways - No objection**
 No objection subject to the site access being widened to 4.5m for the first 6m to allow two cars to pass at the site entrance in the interests of highway safety. The intensification in use of the site with two additional flats and associated parking increases the likelihood of conflict between cars entering and exiting the site at the same time without a vehicle passing point. The car parking layout should also be amended to relocate the proposed car parking space (serving proposed flat 8) from the back of the building in order to provide adequate vehicle turning width for existing occupiers parking vehicles in front of garage blocks 1-4. There is sufficient side access width to locate the proposed space for flat 8, in front of the space for flat 7, a 3.5m width passing width would still be available for pedestrians and vehicles. The refuse storage should also be condensed to reduce the number of wheelie bins by providing 2no. 1100ltr Euro bins
 Note:- The requested change is covered by condition.
- 5.21 **SCC Sustainability Team - No objection**
 Subject to the imposition of conditions securing energy and water restriction.
- 5.22 **SCC Environmental Health (Pollution & Safety) - No objection** subject to conditions to restrict hours of work and to ensure no bonfires take place during works.
- 5.23 **SCC City Design Officer - No objection**
 The proposed finishing materials should be revised to provide brick cladding to closely match the existing building rather than fibre cement weatherboarding.
 Note:- This change has been made.

5.24 SCC Heritage – No objection.

6.0 Planning Consideration Key Issues

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

- Principle of development and Density;
- Design and amenity;
- Highway Safety and Parking; and
- Development Mitigation

6.2 Principle of Development & Density

6.2.1 The proposed extension of this existing flatted block to provide two additional 2-bed flats is considered acceptable in principle. Residential use is compatible with the existing building and in keeping with the character of the area. The site is located on the edge of the city centre where densities of between 50-100 dwellings per hectare can be supported and therefore the resultant density of 51 dwellings per hectare accords with Policy CS5. The resultant four-storey scale would not be out of keeping with building heights in the area with examples of 4 to 9-storey development on sites to the west (See Simco court next door).

6.2.2 The LDF Core Strategy identifies the Council's current housing need and this scheme would assist the Council in meeting its targets. As detailed in Policy CS4 an additional 16,300 homes need to be provided within the city between 2006 and 2026 for the city to address its own requirements. The National Planning Policy Framework (NPPF) introduces a presumption in favour of sustainable housing development, the use of previously developed land and therefore the principle of the proposal is generally supported.

6.3.3 The provision of 2-bed units accords with policy CS16 which supports a mix of house types to provide sustainable and balanced communities.

6.4 Design and Amenity

6.4.1 The existing building is set back from the Archers Road frontage adjacent to a 3-5 storey flatted block to the west (Simco Court) and garages and residential gardens to the east. The increase in building height from 3 to 4-storey will not have a harmful impact on the visual amenities of the area having regard to the building set back and height of adjacent buildings.

6.4.2 The proposal incorporates a flat roofed design with an eaves overhang finished in aluminium trim to cap the building. The existing chimneys are to be retained and extended to project above the new flat roof. The incorporation of front and rear set-backs to provide roof terraces provides a degree of subservience to the existing building. The finishing materials have been revised with the removal of the render coat to the building and the existing brickwork retained. The proposed extension will be finished in brick cladding to closely match the existing brickwork with render banding incorporated to the raised parapet to provide a transition material between the existing and new brickwork courses. The proposed form and choice of external materials is considered in keeping with the character and appearance of the area.

- 6.4.3 The design has responded to the constraints of the site by introducing high level windows and privacy screens to the balconies to prevent direct overlooking of properties to the east and west. A greater number of standard window opening are provided within the front and rear elevation with front and rear aspect.
- 6.4.4 The residential environment for future occupiers is considered acceptable with all habitable rooms served with daylighting and outlook. Small terraces (6sqm in area) will provide private amenity space for the flats with access also available to the communal amenity space to the front of the building which is considered of sufficient quantity (120 sqm in area) and usability to serve 2-bed flats in this edge of city centre location.
- 6.4.5 The development is not considered to adversely harm the residential amenities of neighbouring occupiers with no harmful loss of privacy, outlook or shadowing occurring having regard to the building position and orientation and existing separation distances. High level windows and privacy screens have been incorporated to prevent direct overlooking to the side. Whilst limited oblique views across neighbouring plots may occur from the upper floor windows and roof terraces, such arrangement is not uncommon and part of the character in higher density areas such as this.
- 6.4.6 Appropriate controls can be secured by planning condition to minimise noise and disturbance to neighbouring residents during the construction phase such as restrictions on hours of work and the requirement for a construction environment management plan to ensure the development is compliant with Local Plan Review policy SDP1(i).

6.5 Highway Safety and Parking

6.5.1 The City Council's Highways officers have raised no objection following amendment to widen the site access to 4.5m for the first 6m to allow vehicles to pass at the entrance in order to prevent obstruction to the footway and flow of traffic along Archers Road. The car parking layout has been amended to relocate both of the proposed parking spaces to the side of the building to ensure that existing parking spaces in front of the garages have sufficient turning width.

6.5.2 The provision of 1 car parking space per 2-bed dwelling accords with the Council's maximum standards and is considered appropriate in this sustainable edge of city centre location. It is noted that an appeal inspector in a recent appeal decision from 2015 for 2-bed flatted development at nearby Banister Grange (ref: APP/D1780/W/15/3131646) held that:

.. "in my opinion, due to the site's location close to the city centre the flats in Banister Grange might, if not occupied as a single family unit as suggested, equally well attract younger people or those who do not own/or have a regular need for a private car. In my experience, it is equally plausible that existing/future residents may well therefore more readily adopt other forms of transport such as powered two wheeled vehicles (motorcycles, scooters and mopeds), cycle, walk or use public transport."

6.5.3 Existing parking controls within Archers Road and adjoining streets will prevent any parking overspill from prejudicing highway safety. It should also be noted that appeal decision ref APP/D1780/W/15/3131646 also held that a residents parking

survey is not required necessary in this location due to existing on-street parking controls and because of the edge of city centre locality.

- 6.5.5 It should also be noted that 20 flats with 10 car parking spaces were supported in this locality on appeal at the neighbouring Simco Court development. On this site the appeal inspector again held:

“Being on the edge of the City centre, with good public transport facilities and where there is easy access to a wide range of shops and essential services, I regard the site as being within a highly sustainable location. In such circumstances, where the reliance on the use of the private car should be minimised, it is appropriate in my conclusion that the number of available car parking spaces within new developments should reflect these considerations. Such an approach is in tune with development plan policies and reflects the guidance set out in the Framework, for instance at Paragraphs 34 and 39.”

Furthermore the Inspector provided the comments in relation to parking overspill concerns:

“18. At the time of my site visit around midday there were a number of available parking spaces in Northlands Road. A maximum waiting time of two hours was permissible and in this way commuters to the City centre were not able to park on the road throughout the day. Unrestricted parking is available between 1800hrs and 0900hrs and many of the potential parking spaces available to the occupants of the flats would be visible from their windows.

19. As a general point, both National and Local policy is aimed towards restricting the use of the private car and one of the tools which is available to achieve that objective is a restriction of on-site car parking provision within new developments located in sustainable positions. The adopted policies and SPD of the Council follow this approach and I do not consider that there are any reasons in this case why an exception to established and up to date policy should be made. Subject to the provision of cycle storage areas within the development, and in this highly sustainable location, it seems to me that the level of car parking provision to be made within the development is both appropriate and acceptable. Inevitably some cars will park on Northlands Road but that is insufficient as a reason to resist the development on this issue.”

6.6 Development Mitigation

- 6.6.1 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 £176 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. When the legal agreement is signed and actioned this application will have complied with the requirements of the SDMP and met the requirements of the Conservation of Habitats and Species Regulations 2010 (as amended).

7.0 Summary

7.1 Overall the proposed fourth storey extension comprising 2 additional 2-bed flats will not result in an adverse impact on the amenities enjoyed by surrounding occupiers, highway safety issues or to the character and appearance of the area. Therefore the proposals are consistent with adopted local planning policies.

8.0 Conclusion

8.1 As such, the application is recommended for approval subject to securing the matters set out in the recommendations section of this report and the conditions set out below.

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) & (qq), 6(c)

AG for 14/03/2017 PROW Panel

PLANNING CONDITIONS to include:

01. Full Permission Timing Condition (Performance)

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

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

02. Details of building materials to be used (Pre-Commencement Condition)

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. Hours of work for Demolition / Clearance / Construction (Performance)

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

Monday to Friday 08:00 to 18:00 hours

Saturdays 09:00 to 13:00 hours

And at no time on Sundays and recognised public holidays.

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

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

04. Bonfires (Performance Condition)

No bonfires are to be allowed on site during the period of demolition, clearance and construction.

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

05. Construction Management Plan (Pre-Commencement)

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.

06. Parking (Pre-Occupation)

The parking including the restriction of space 8 and the works to the front boundary affecting 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.

07. Refuse & Recycling (Performance)

Before the development hereby approved first comes into occupation, the storage for refuse and recycling shall be provided in accordance with the plans hereby approved and thereafter retained as approved.

Reason: In the interest of visual and residential amenity.

Note to applicant: In accordance with para 9.2.3 of the Residential Design Guide (September 2006): if this development involves new dwellings, the applicant is liable for the supply of refuse bins, and should contact SCC refuse team at Waste.management@southampton.gov.uk at least 8 weeks prior to occupation of the development to discuss requirements.

08. Cycle storage facilities (Pre-Commencement Condition)

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.

09. Energy & Water (Pre-Commencement)

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

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

10. Energy & Water (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 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).

11. APPROVAL CONDITION - Privacy Screens and Chimneys

The privacy screens serving the roof terraces and the chimneys as shown on the approved plans shall be fully installed prior to first occupation of the flats hereby approved and thereafter retained as agreed.

Reason: In the interests of the residential amenities of neighbouring occupiers and to secure a satisfactory form of development

12. 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.

Note to Applicant: Please note that it is Council policy not to issue parking permits to new residential flats

POLICY CONTEXT

Core Strategy - (as amended 2015)

CS4	Housing Delivery
CS6	Housing Density
CS13	Fundamentals of Design
CS18	Transport: Reduce-Manage-Invest
CS19	Car & Cycle Parking
CS20	Tackling and Adapting to Climate Change
CS22	Promoting Biodiversity and Protecting Habitats
CS25	The Delivery of Infrastructure and Developer Contributions

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

SDP1	Quality of Development
SDP4	Development Access
SDP5	Parking
SDP7	Urban Design Context
SDP9	Scale, Massing & Appearance
SDP10	Safety & Security
SDP11	Accessibility & Movement
SDP12	Landscape & Biodiversity
SDP13	Resource Conservation
SDP14	Renewable Energy
SDP16	Noise
H1	Housing Supply
H2	Previously Developed Land
H7	The Residential Environment

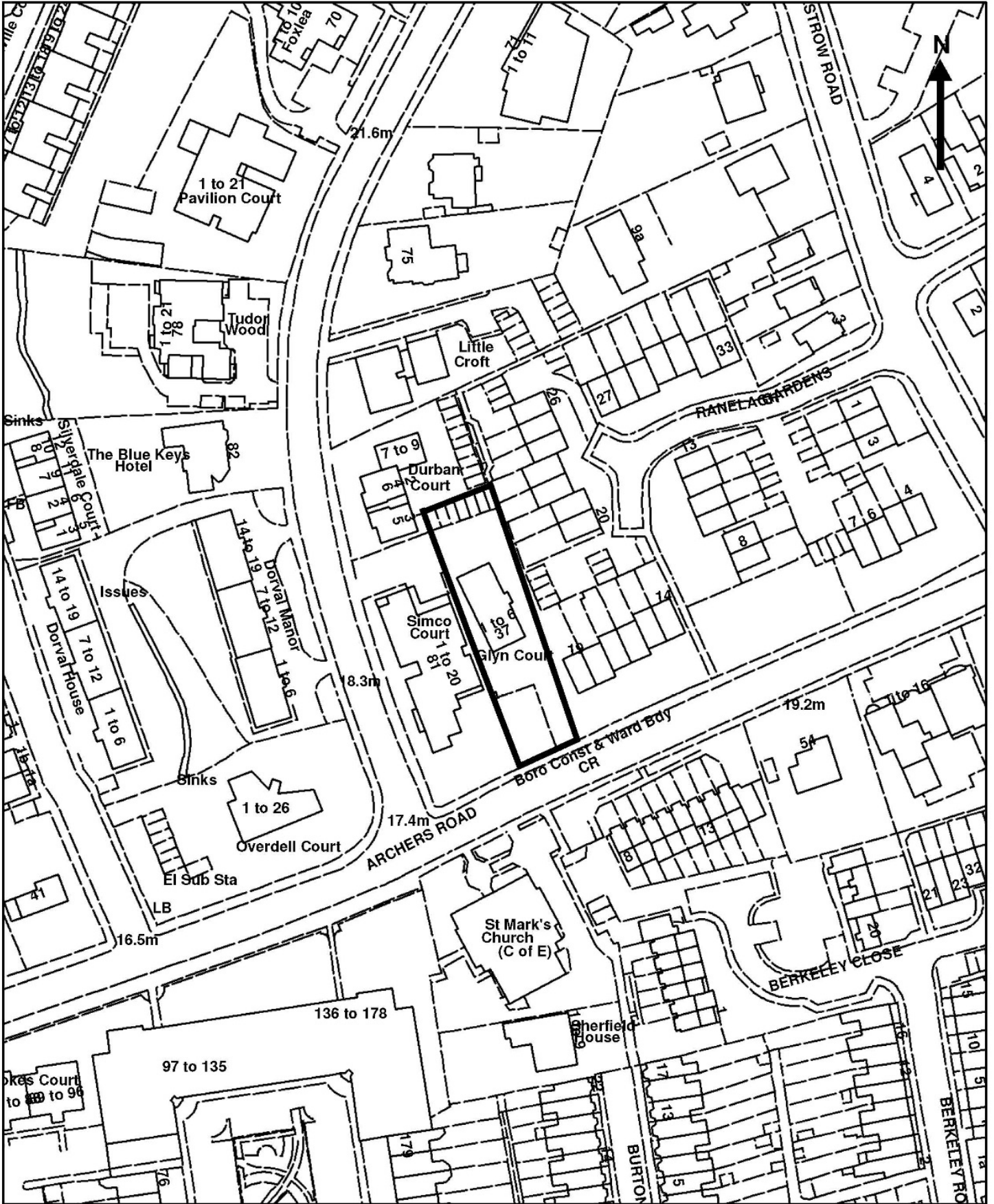
Supplementary Planning Guidance

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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