

Southampton City Planning & Sustainability
 Planning and Rights of Way Panel meeting 26 October 2010
 Planning Application Report of the Planning and Development Manager

Application address: 24-32 Canute Road and 157-159 Albert Road South, Southampton			
Proposed development: Redevelopment of the site with a 6-storey building fronting Canute Road and a 7-storey building fronting Albert Road South to provide 53 flats (37 x one-bedroom and 16 x two-bedroom) and four Class A1/A3 commercial units with associated parking (Outline application seeking approval for layout, access and scale).			
Application number	09/00966/OUT	Application type	Outline
Case officer	Richard Plume	Public speaking time	15 minutes
Last date for determination:	11.12.2009	Ward	Bargate
Reason for Panel referral	Proposal is for a major development requiring completion of a Section 106 agreement	Ward Councillors	Cllr Bogle Cllr Damani Cllr Willacy

Applicant: Kings Oak Partnership	Agent: None
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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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Reason for Granting Permission

The development is acceptable taking into account the policies and proposals of the Development Plan as set out below. The Council has also taken into account the findings of the specialist reports submitted with the application particularly that relating to flood risk. Subject to the incorporation of a Flood Management Plan into the Section 106 agreement, the Council is satisfied that the proposed development would be safe in accordance with the guidance in PPS25. Other material considerations do not have sufficient weight to justify a refusal of the application. In accordance with Section 38 (6) of the Planning and Compulsory Purchase Act 2004, planning permission should therefore be granted.

Policies SDP1, SDP2, SDP3, SDP4, SDP5, SDP7, SDP8, SDP9, SDP10, SDP13, H1, H2, H7, H9, H12. City of Southampton Local Plan (March 2006).
 Policies CS1, CS4, CS5, CS13, CS15, CS16, CS19, CS20, CS23, CS25 Southampton Core Strategy (January 2010).

Appendix attached			
1	Development Plan Policies	2	Panel report of 24 November 2009
3	Panel minutes 24.11.2009		

Recommendation in Full

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

- i. Financial contributions towards site specific transport contributions for highway improvements in the vicinity of the site in line with Policy SDP4 of the City of Southampton Local Plan Review (March 2006), Policies CS18 and CS25 of the adopted LDF Core Strategy (2010) and the adopted SPG relating to Planning Obligations (August 2005 as amended).
- ii. A financial contribution towards strategic transport improvements in the wider area as set out in the Local Transport Plan and appropriate SPG/D.
- iii. Financial contributions towards the relevant elements of public open space required by the development in line with Policies CLT5, CLT6 of the City of Southampton Local Plan Review (March 2006), Policy CS25 of the adopted LDF Core Strategy (2010) and the adopted SPG relating to Planning Obligations (August 2005 as amended).
- iv. Provision of affordable housing in accordance with Policy H9 of the Local Plan.
- v. Submission of a highway condition survey to ensure any damage to the adjacent highway network attributable to the build process is repaired by the developer.
- vi. A financial contribution towards public realm improvements in accordance with policy.
- vii. Training and Employment Management Plan.
- viii. Submission and implementation of a Travel Plan.
- ix. Resource Conservation Measures in accordance with Local Plan/Core Strategy Policies.
- x. Flood Management Plan.

In the event that the legal agreement is not completed within 3 months of the Panel date the Planning and Development Manager be authorised to refuse permission on the ground of failure to secure the provisions of the Section 106 Legal Agreement.

1. Background

1.1 This application was delegated to officers to approve subject to a Section 106 agreement and conditions at the Panel meeting on 24 November 2009. The Section 106 agreement has not been entered into and the proposed development has now been amended. This report seeks the Panel's approval of the changes to the scheme. The previous report is included as **Appendix 2** to this report.

2. Changes to the Proposal

2.1 The main change to the development is in connection with flood risk. As originally submitted, the application site incorporated a significant area of the public highway in Albert Road South. It was proposed to close the road to through traffic and raise the road level to facilitate an escape route to higher ground at the approach to the Itchen Bridge. This area of public highway is no longer included within the application site and no road closure or land raising is now proposed. In all other respects the proposal is identical to that considered previously.

2.2 The amended application is accompanied by a Supplementary Flood Risk Assessment/Mitigation Report and a Flood Management Report.

3. Relevant Planning Policy

3.1 The Development Plan for Southampton currently comprises the “saved” policies of the City of Southampton Local Plan Review (March 2006) and the City of Southampton Core Strategy (January 2010). The most relevant policies to these proposals are set out at **Appendix 1**.

3.2 The most relevant policy consideration to the amended application is that covering flood risk – Policy CS 23 in the Core Strategy and government guidance in PPS 25 (Development and Flood Risk).

4. Further Consultation Responses

4.1 Following the receipt of the amendments to the application a further consultation exercise has been undertaken. No additional comments have been received from neighbouring occupiers.

4.2 **Environment Agency** – have no objection to the amended proposal but make a number of suggestions to be taken into consideration. The development does not provide safe access and egress for the lifetime of the development. The applicant proposes to address this by the submitted Flood Warning and Evacuation Plan. The proposal provides a high standard of flood risk management with respect to the risk faced by the property/building. The concern relates to the risks faced by the development’s users when accessing the development during times of flood.

4.3 The amended Flood Risk Assessment reflects the findings of the Council’s Strategic Flood Risk Assessment (August 2010) and the Environment Agency’s Tidal Itchen Flood Hazard Mapping Study. These studies confirm there is no current risk to access and egress from the site during the present day design event. Allowing for climate change, safe access and egress during the design event will still be available up to the year 2070 when flood waters along the route are not projected to exceed the tolerable allowance of 250mm in depth. Beyond 2070 however, with no subsequent flood defence works undertaken, the risk to life resulting from the design tide is projected to notably increase with flood waters over the route reaching depths in excess of 1.1 metres by 2115. Such depths are considered to be a ‘danger for most – including the general public’.

4.4 Due to the lack of safe access and egress in design flood conditions, the revised FRA includes a Flood Warning and Evacuation Plan (FWEP) to mitigate against the residual risk of flooding. The Environment Agency recommend that the Council consults the emergency planners and the emergency services on the FWEP so that they are confident it can be relied upon to manage risk. Agreement and securing a suitable FWEP is crucial to the safety of the development. The Environment Agency's involvement during an emergency will be limited to issuing flood warnings to occupiers and responders. It is not within the Agency's remit to approve the adequacy of flood warning and evacuation procedures.

4.5 The conclusion of the Environment Agency's advice is that it is for the Council to determine whether the proposed access route can be considered safe, taking account of all the relevant considerations. If the Council are not satisfied that the FWEP adequately addresses the identified flood hazard, planning permission should be refused.

4.6 **Emergency Planning Officer - A Flood Risk Management Plan Guidance** Template has been prepared for use in the City based on best practice used elsewhere. This guidance is currently out for consultation. If the Panel decide to approve the development it should be a requirement that a Flood Risk Management Plan be submitted and filed through the Emergency Planning Unit prior to occupation of the building.

5 Planning Consideration Key Issues

5.1 The key issues for consideration in the determination of this planning application are: the principle of this development including the suitability of the site for a mixed use development; design issues, including the impact on the character of the area; flood risk and mitigation measures and transportation matters. As already explained in this report, the only change made to the application relates to the removal of flood risk mitigation measures involving works in the adjoining public highway in Albert Road South which were previously proposed. In terms of the content of the application and the proposed buildings, these are unchanged and were considered by the Panel in November of last year. There has been no significant change in policy since that time, despite the adoption of the Core Strategy, and therefore members are directed to the change in circumstances relating to flood risk as the main consideration in relation to this amended application.

Flood Risk Issues

5.2. Since this application was considered last year the Core Strategy has been adopted and the Stage 2 Strategic Flood Risk Assessment has been produced to ensure that future developments in Southampton respond to predicted sea level rise by mitigating development in flood risk areas. From a strategic viewpoint the Council has identified three outline options for managing flood risk in the City. Option 1 is a strategic coastal defence on or near the shoreline to protect the whole of the City Centre. Option 2 proposes site specific measures as new developments come forward to protect these sites over the next 100 years. Option 3 is a combination of site specific measures (at a lower standard) to provide protection for the next 45-60 years and a contribution towards future strategic coastal defences. This final option, known as the 'managed adaptive approach', is the Council's preferred strategic approach at this stage. Under this approach, the developer will need to ensure that on site flood defence measures are integrated into the scheme design. Part of the managed adaptive approach could include developer contributions to future coastal defences as part of a strategic infrastructure levy. The Council has

commissioned an Infrastructure Study to look at these options but no decision has yet been taken on implementing such a policy and therefore this cannot form part of the decision on this application.

5.3 Recent planning applications for new residential developments in Flood Zones 2 and 3 within the City have encountered problems associated with achieving a safe means of access and egress to and from the site over the anticipated lifetime of the development (100 years for new housing schemes). In some cases this has resulted in objections being raised by the Environment Agency including the case of American Wharf where the application was 'called-in' by the government for decision. For the current submission, the Environment Agency were previously minded to accept the proposal only on the understanding that a safe means of access could be secured by raising the adjoining highway to 3.95 metres Above Ordnance Datum level. The agency have now reviewed their approach and members attention is drawn to their detailed comments in paragraphs 4.2 to 4.5 of this report. The responsibility for deciding if the development is safe now rests with the Council in their planning and emergency service roles.

5.4 In assessing the safety of this proposed development it should be noted that the development is predicted to be safe until the year 2070 as it is situated within Flood Zone 2 rather than the higher risk Flood Zones 3 and 3A. The revised Flood Risk Assessment and Flood Management Plan submitted by the applicant therefore address the residual risk period beyond 2070 for the predicted lifetime of the development up to 2115. The applicant's case is that by 2070 a Coastal Defence Strategy will be in place and therefore additional measures will not be necessary. Although this may prove to be the case it cannot be guaranteed and the documents submitted do provide management measures for evacuation of the site and/or provision of a safe haven given the relatively short tidal flood event period. Similar mitigation measures were proposed as part of the American Wharf development but these were given limited weight by the Inspector and subsequently by the Secretary of State. The severity of flooding and the predicted design event is not comparable in this case and the level of flood risk is much less. Incorporation of a Flood Management Plan into the Section 106 agreement will provide a measure of future control to mitigate the dangers to future occupiers. In these circumstances it is considered that the proposed development is safe and that planning permission can be granted without the need for the highways works previously proposed.

6. Summary

6.1 New developments in flood risk zones involve balancing the potential future risk to property and people against other material considerations which in this case include new housing and associated regeneration benefits. The previous approach taken by the Environment Agency would have restricted the development potential of this and adjoining sites. A more pragmatic approach is now being suggested which, subject to certain safeguards, allow this development to proceed.

7 Conclusion

7.1 The amended planning application is recommended for conditional approval subject to a Section 106 agreement.

Local Government (Access to Information) Act 1985

Documents used in the preparation of this report Background Papers

1(a), 1(b), 1(c), 1(d), 2(a), 2(b), 4(am), 6(a), 6(c), 7(a), 7(c), 7(k), 7(w), 9(a).

RP for 26/10/10 PROW Panel

PLANNING CONDITIONS

01. APPROVAL CONDITION - Outline Permission Timing Condition

Outline Planning Permission for the principle of the development proposed and the following matters sought for consideration, namely the layout of buildings and other external ancillary areas, the means of access (vehicular and pedestrian) into the site and the buildings, the scale, massing and bulk of the structure, is approved subject to the following:

- (i) Written approval of the details of the following awaited reserved matters shall be obtained from the Local Planning Authority prior to any works taking place on the site the appearance and architectural design specifying the external materials to be used, and the landscaping of the site specifying both the hard, soft treatments and means of enclosures.
- (ii) An application for the approval of the outstanding reserved matters shall be made in writing to the Local Planning Authority before the expiration of three years from the date of this Outline Permission
- (iii) The development hereby permitted shall be begun either before the expiration of five years from the date of this Outline permission, or before the expiration of two years from the date of approval of the last application of the reserved matters to be approved whichever is the latter.

Reason:

To enable the Local Planning Authority to control the development in detail and to comply with Section 91 and Section 92 of the Town and Country Planning Act 1990 (as amended).

02. 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.

03. APPROVAL CONDITION – Land/Groundwater Contamination (Pre-Commencement 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), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

1. A preliminary risk assessment which has identified:
 - potential contaminants associated with those uses
 - a conceptual model of the site indicating sources, pathways and receptors
 - potentially unacceptable risks arising from contamination at the site.
2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
3. The site investigation results and the detailed risk assessment (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.

Reason:

To protect the minor aquifer beneath the site and the surface waters in the vicinity. The site may be contaminated due to previous activities that have taken place on site. Risk to groundwater and surface water has not yet been fully established at the site.

04. APPROVAL CONDITION – Unsuspected Contamination (Performance Condition)

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.

Reason:

To protect controlled waters from contamination. Due to the historic uses of the site, there may be areas of contamination on site that are not identified and characterised during intrusive site investigations.

05. 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.

06. APPROVAL CONDITION - Archaeological investigation [Pre-Commencement Condition]

No development shall take place within the site until the implementation of a programme of archaeological work has been secured in accordance with a written scheme of investigation which has been submitted to and approved by the Local planning Authority.

Reason:

To ensure that the archaeological investigation is initiated at an appropriate point in development procedure.

07. APPROVAL CONDITION - Archaeological work programme [Performance Condition]

The developer will secure the completion of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted to and approved by the Local planning Authority.

Reason:

To ensure that the archaeological investigation is completed.

08. APPROVAL CONDITION - Bird Hazard Management Plan (Pre-Commencement Condition)

Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of management of any flat/shallow pitched/green roofs on the buildings within the site which may be attractive to nesting, roosting and "loafing" birds (possible different management strategies during the breeding season and outside the breeding season). The Bird Hazard Management Plan shall be implemented as approved upon the completion of the development and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

REASON

It is necessary to manage the roofs of the development in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Southampton Airport.

For information: The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs, ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season, gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by BAA Airfield Operations Staff. In some instances, it may be necessary to contact BAA Airfield Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof.

The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences from Natural England before the removal of nests and eggs.

09. APPROVAL CONDITION - No Pile Driving for Foundations [Performance Condition]

No percussion or impact driven piling activities shall take place for pre-works, foundations, or as any part of the development.

Reason:

In the interests of securing the stability of the site and adjacent land in order to protect the amenities of occupiers of nearby properties.

10. APPROVAL CONDITION - Refuse & Recycling [Pre-Commencement Condition]

Before the works commence details (and amended plans) of facilities to be provided for the storage, removal and recycling of refuse from the premises shall be submitted to the Local Planning Authority and approved in writing. Such facilities as approved shall provide for a level approach and be permanently maintained and retained for that purpose.

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.

11. APPROVAL CONDITION - Noise - plant and machinery [Pre-Commencement Condition]

The use hereby approved shall not commence until an acoustic report and written scheme to minimise noise from plant and machinery associated with the proposed development, including details of location, orientation and acoustic enclosure, has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the agreed details.

Reason:

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

12. APPROVAL CONDITION - Extract Ventilation - control of noise, fumes and odour [Pre-Commencement Condition]

No development shall take place until a written scheme for the control of noise, fumes and odours from extractor fans and other equipment have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details and findings.

Reason:

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

13. 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.

14. 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.

15. APPROVAL CONDITION - Car Parking Allocation (Pre-Occupation Condition)

No part of the development shall be occupied until a car parking allocation scheme, to show how car parking spaces will be allocated to the various uses and occupiers, has been submitted to and approved in writing by the Local Planning Authority. The car parking spaces shall be allocated and provided in accordance with the approved scheme and thereafter shall be retained for use in connection with the approved development and for no other purpose.

REASON

To ensure that the car parking is provided in accordance with Council policies.

16. APPROVAL CONDITION - Layout of Car Parking/ Servicing (Pre-Occupation Condition)

The whole of the car parking, cycle storage and servicing facilities shown on the approved plans shall be laid out and made available before the use of the building to which these facilities relate commences and thereafter retained solely for the use of the occupants and visitors to the site and for no other purpose.

REASON

To ensure adequate on-site parking and servicing facilities and to avoid congestion in the adjoining highway.

17. APPROVAL CONDITION - Bicycle Stands (Pre-Occupation Condition)

The building shall not be occupied in full or in part until cycle stands have been made available for visitors to the site in accordance with plans to be submitted to and approved in writing by the Local Planning Authority. The approved cycle stands shall thereafter be retained on site for that purpose.

REASON

To encourage cycling as a sustainable form of transport.

18. APPROVAL CONDITION - Construction Method Statement (Pre-Commencement Condition)

The development hereby approved shall not commence until a method statement and appropriate drawings of the means of construction of the development has been submitted to and approved in writing by the Local Planning Authority. The method statement shall specify vehicular access arrangements, the areas to be used for contractor's vehicle parking and plant, storage of building materials and any excavated material, temporary buildings and all working areas required for the construction of the development hereby permitted. The building works shall proceed in accordance with the approved method statement unless otherwise agreed in writing by the Local Planning Authority.

REASON

To protect the amenities of neighbours and the wider environment

19. APPROVAL CONDITION - Hours of Use (Performance Condition)

Those parts of the development to be used for purposes within Class A3 of the Town and Country Planning (Use Classes) Order 1987 (or any order replacing or amending this Order) shall not be open for public use outside the hours of 0730 to 2330.

REASON

To protect the amenities of residents within the site and occupiers of adjoining residential properties.

20. APPROVAL CONDITION - Security Details (Pre-Occupation Condition)

Details of security arrangements for the residential development hereby approved including access to communal entrances and the car parking areas shall be submitted to and approved in writing by the Local Planning Authority. The approved measures shall be

implemented before first occupation of the residential accommodation and retained thereafter unless otherwise agreed in writing by the Local Planning Authority.

REASON

In the interests of safety and security.

21. APPROVAL CONDITION - Surface Water Drainage (Pre-Commencement Condition)

No development shall commence until details of the proposed means of surface water disposal have been submitted to, and approved by, the Local Planning Authority in consultation with Southern Water. The development shall be carried out in accordance with these approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason

In order that the Local Planning Authority may be satisfied that the development would not increase the risk of flooding in the area.

22. APPROVAL CONDITION - Sustainable Design Measures (Pre-Commencement Condition)

No development shall take place until the applicant has provided to the Local Planning Authority for approval in writing a report assessing the feasibility of incorporating the following sustainable design measures into the development:

Energy minimisation and renewable energy or low carbon technologies;

Water efficiency measures

Urban Drainage Systems;

Waste Management and recycling;

Sustainable construction materials;

Rainwater harvesting.

The report shall include an action plan detailing how these measures will be integrated into the development. The approved scheme shall then be provided in accordance with these details prior to the first occupation of the development hereby granted consent.

REASON

To ensure the development minimises overall demand for resources and is compliant with the City of Southampton Local Plan (March 2006) policies SDP13 and SDP6 and Core Strategy Policy CS20.

23. APPROVAL CONDITION - Code for Sustainable Homes [Pre-Occupation Condition]

Written documentary evidence demonstrating that the development will achieve a minimum level 3 standard in the Code for Sustainable Homes shall be submitted to the Local Planning Authority and verified in writing prior to the first occupation of the development hereby granted consent, unless an otherwise agreed timeframe is agreed in writing by the LPA. The evidence shall take the form of a post construction certificate as issued by a qualified Code for Sustainable Homes certification body.

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 (January 2010).

24 APPROVAL CONDITION – Contamination Verification Report (Pre-Development Condition)

Prior to commencement of development, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority.

The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan a “long-term monitoring and maintenance plan”) for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the local planning authority.

Reason:

To ensure that any remediation is satisfactorily completed, if deemed necessary.

27 APPROVAL CONDITION – Piling (Performance Condition)

Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater.

Reason:

To protect controlled waters from contamination by preventing the creation of potential contaminant pathways.

28 APPROVAL CONDITION – Flood Risk Mitigation (Performance Condition)

The development must fully comply with the mitigation strategy detailed within the Flood Risk Assessment (FRA), FRMS07123-4, 17th August 2009 and drawing 2009/SOU/03 Revision P4, before any of the development can be occupied.

Reason:

To ensure that a site can be developed safely the FRA is proposing mitigation measures that ensure that flood risk to the development is managed. It is essential that this mitigation is completed before any of the site is occupiedCHECK

NOTE TO APPLICANT

A formal application for connection to the public sewerage system is required in order to service this development. To initiate a sewer capacity check to identify the appropriate connection point for the development please contact Atkins Ltd, Anglo St James House, 39A Southgate Street, Winchester, SO23 9EH (tel: 01962 858688) or www.southernwater.co.uk)

POLICY CONTEXT

Core Strategy - (January 2010)

CS1	City Centre Approach
CS4	Housing Delivery
CS5	Housing Density
CS13	Fundamentals of Design
CS15	Affordable Housing
CS16	Housing Mix and Type
CS19	Car & Cycle Parking
CS20	Tackling and Adapting to Climate Change
CS23	Flood Risk
CS25	The Delivery of Infrastructure and Developer Contributions

City of Southampton Local Plan Review – (March 2006)

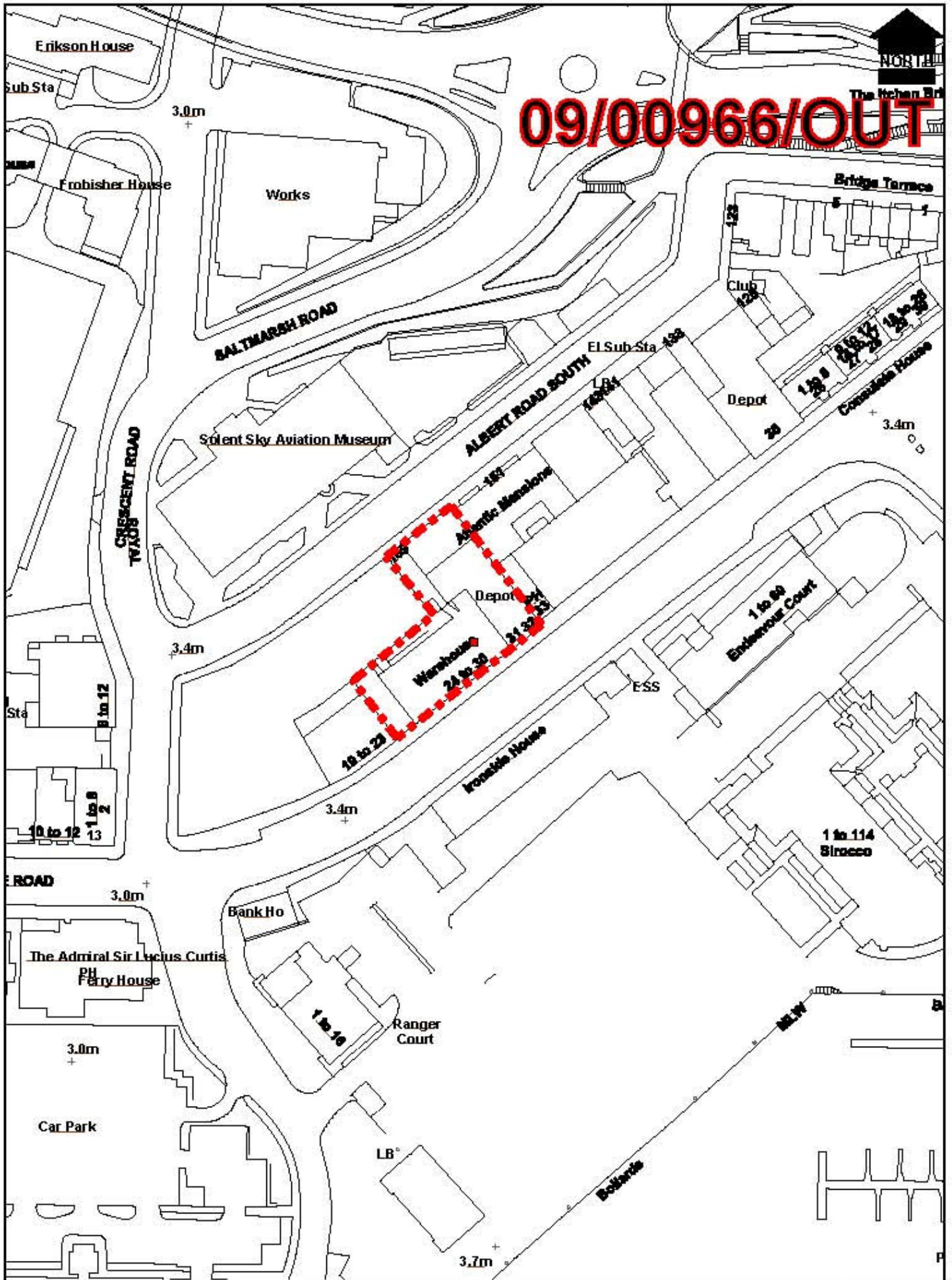
SDP1	Quality of Development
SDP4	Development Access
SDP5	Parking
SDP7	Urban Design Context
SDP9	Scale, Massing & Appearance
SDP10	Safety & Security
SDP11	Accessibility & Movement
SDP12	Landscape & Biodiversity
SDP13	Resource Conservation
SDP16	Noise
SDP17	Lighting
NE4	Protected Species
H1	Housing Supply
H2	Previously Developed Land
H7	Residential Environment

Supplementary Planning Guidance

Residential Design Guide (Approved - September 2006)
Planning Obligations (Adopted - August 2005 and amended November 2006)

Other Relevant Guidance

PPS1	Delivering Sustainable Development (2004)
PPS3	Housing (2010)
PPG13	Transport (2001)
PPS25	Planning & Flood Risk (2006)



09/00966/OUT

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