

**Southampton City Planning & Sustainability**  
**Planning and Rights of Way Panel meeting 22 November 2011**  
**Planning Application Report of the Planning and Development Manager**

<b>Application address:</b> Tesco Stores Ltd, Tebourba Way, SO16 4QE			
<b>Proposed development:</b> Alterations and extensions to the existing retail store to provide an additional 2,030 square metres floorspace with associated access, landscaping, servicing and parking arrangements.			
<b>Application number</b>	11/01150/FUL	<b>Application type</b>	FUL
<b>Case officer</b>	Richard Plume	<b>Public speaking time</b>	15 minutes
<b>Last date for determination:</b>	17.10.2011	<b>Ward</b>	Millbrook
<b>Reason for Panel Referral:</b>	Major planning application with objection	<b>Ward Councillors</b>	Cllr Furnell Cllr Thorpe Cllr Wells

<b>Applicant:</b> Tesco Stores Limited	<b>Agent:</b> Alsop Verrill Llp
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<b>Recommendation Summary</b>	<b>Delegate to Planning and Development Manager to grant planning permission subject to criteria listed in report</b>
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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 taken into account the applicants findings on the retail impact of the development and the sequential approach to site selection and found these issues to be satisfactorily addressed as required by Local Planning Policies and the guidance in PPS4. The Council considers the applicants 'fallback position' of a mezzanine floor to be an important material consideration in this case. Other material considerations have been considered including transportation, design and landscaping and these 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.

Policies - SDP1, SDP4, SDP5, SDP7, SDP9, SDP11, SDP13, SDP16, HE6 and TI2 of the City of Southampton Local Plan Review (March 2006) and CS3, CS6, CS13, CS18, CS19, CS20, CS24 and CS25 of the Local Development Framework Core Strategy Development Plan Document (January 2010).

<b>Appendix attached</b>			
1	Development Plan Policies		

**Recommendation in Full**

Delegate to the Planning and Development Manager to grant planning permission subject to conditions and 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 projects for highway network improvements in the wider area as set out in the Local Transport Plan and appropriate SPG/D;
- iii. A financial contribution towards public realm and related improvements in Shirley Town Centre;
- iv. Submission and implementation of a Training and Employment Management Plan committing to adopting local labour and employment initiatives in line with Core Strategy Policies CS24 and CS25.
- 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. An obligation that the operator will not implement the mezzanine floor approval following the grant of this consent.
- vii. Submission and implementation of a Travel Plan

## **1. The site and its context**

- 1.1 The application site is approximately 3.2 hectares in area and is situated on the western side of Tebourba Way between the junctions with Oakley Road and William Macleod Way. The existing retail foodstore is a single-storey building in the north western part of the site and currently comprises gross floorspace of 6,026 square metres and a retail sales area of 3,060 square metres floorspace. The site also includes a petrol filling station, a recycling centre and a large delivery area. There are currently 496 car parking spaces on site and several mature trees which are subject of a Tree Preservation Order. Vehicular access to the site is from Tebourba Way and William Macleod Way with pedestrian access points from Oakley Road and Tebourba Way.
- 1.2 The surrounding area is mixed in terms of uses, building age and type with industrial activities on the east side of Tebourba Way, two-storey houses to the south on Oakley Road and a mixture of health service buildings and offices adjoining to the north and west.

## **2. Proposal**

- 2.1 The current application proposes to re-model and extend the existing retail store with additional sales floorspace at ground floor level and a customer cafe and staff area at mezzanine level. It is proposed to extend the gross internal floor area of the store by 2,269 square metres which would be an additional 2,030 sq.m. retail sales floorspace. As extended, the total gross internal floorspace of the store would be 8,295 square metres and a total retail sales area of 5,090 square metres. The proposed layout would extend the store to the east and provide a more regular square footprint. The proposed external materials would be predominantly timber and glass with a timber clad enclosure to the service yard.
- 2.2 The land the store would extend onto is currently occupied by the service yard and car park. It is proposed to alter the internal access roads to improve vehicle

circulation and the layout of the service yard with a one-way system for service vehicles. The car park would be remodelled and the number of parking spaces would increase by 2 from 496 to 498. 26 of these parking spaces will be designated disabled spaces to be located along the central pedestrian path. 15 of the parking spaces will be designated parent and child spaces. The number of cycle parking spaces will increase from 6 to 46. The existing Combined Heat and Power Station would be relocated within the service yard. The existing petrol filling station and public recycling facilities will be retained. Two trees would be removed adjoining the service yard, additional tree planting would be provided within the car park. The applicant states that the number of full time employees at the site would increase by 50 as a result of this scheme, from 391 to 441.

- 2.3 The application is accompanied by a series of supporting documents including a Design and Access Statement, Planning and Retail Assessment, Transport Assessment, Flood Risk Assessment, Landscape Statement, Noise Assessment and a Sustainability Assessment.

### **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**. National Planning Policy for all economic development, including main town centre uses such as retail are set out in PPS4: Planning for Sustainable Economic Growth.

- 3.2 Major developments are expected to meet high sustainable construction standards in accordance with the City Council’s adopted and emerging policies. In accordance with adopted Core Strategy Policy CS20 and Local Plan “saved” Policy SDP13.

### **4. Relevant Planning History**

- 4.1 The original store was granted planning permission in 1993 for the redevelopment of land at the Western Hospital to provide a food superstore with associated car parking, petrol filling station, servicing and a new access from Tebourba Way (reference 92/10812/FUL).

- 4.2 In 2002, planning permission was granted for a single-storey extension to the east side of the store to increase the gross floorspace from 5,640 square metres to 6,095 square metres (reference 02/00655/FUL).

- 4.3 In March 2008, a Certificate of Lawfulness was issued for the installation of a mezzanine floor to provide additional retail sales floorspace (reference 07/00220/LDCE).

- 4.4 In October 2008, planning permission was granted for a combined heat and power unit in the service yard of the site (reference 08/01236/FUL). The position of the CHP unit was amended through a subsequent planning permission in May 2009 (reference 09/00312/FUL).

- 4.5 In July of this year, planning permission was granted for the erection of a single-storey canopy in the existing car park to provide a customer shopping collection facility (reference 11/00851/FUL).

### **5. Consultation Responses and Notification Representations**

- 5.1 Following the receipt of the planning application a publicity exercise in line with department procedures was undertaken which included notifying adjoining and nearby landowners, placing a press advertisement (4 August 2011) and erecting a site notice (28 July 2011). At the time of writing the report **1** representation has been received from a surrounding resident raising the following points:

- There is no need for the additional space given the presence of other Tesco outlets in the vicinity.

Response: There is no longer a requirement for retail developments to demonstrate a need for the additional floorspace

- The extended height of the building would encroach on surrounding properties in terms of appearance, noise and light from the car park.

Response: There is currently an extensive tree screen along the southern site boundary which provides an effective tree screen. Although it is recognised that this screen is less effective during the winter months, the proposed store is some 120 metres away from the nearest residential properties in Oakley Road. It would be difficult to argue that this extension would have a significant impact on the amenities of neighbours given this amount of separation.

- The car park is often full already leading to overspill into adjoining streets. Providing just two extra parking spaces for this amount of development would be insufficient.

Response: As part of the applicant's Transport Assessment, car park surveys were undertaken which demonstrated a significant amount of spare capacity. Even at peak shopping times (Fridays and Saturdays) the level of occupancy was less than 60%.

- A larger store will fuel anti-social behaviour on the surrounding estate, partly due to the 24 hour operation and the sale of alcohol.

Response: This is essentially a management issue rather than a legitimate reason for with-holding planning permission. The existing hours of use of the store are 24 hour operation from 0600 hours on Monday to midnight on Friday, 0600 to 2200 hours on Saturday and 1000 hours to 1600 hours on Sundays and this is not intended to change. The Police have not objected to the application.

5.2 **SCC Highways** - No objections to the extension of the store or the re-design of the parking layout. Contributions through the Section 106 agreement will help to encourage sustainable modes of travel to and from the store via improved access and crossing facilities.

5.3 **SCC Planning Policy** - The key planning policies are Policy CS3 of the Core Strategy and PPS4. These policies seek to protect and enhance existing centres. The sequential approach means that out of centre retail proposals will not be supported if there is an alternative more centrally located site or if they would have a significant impact on the centre. However, in this case there is a 'fallback position' in the form of a mezzanine floor. In these circumstances there is no policy objection subject to mitigation measures which can be secured through a Section 106 agreement.

5.4 **SCC Sustainability Team** – Following the submission of an amendment to the energy statement confirming that the development would achieve a reduction of Co2 emissions of 12.8% when measured against the 2010 base case, there are no objections to this development subject to conditions being imposed.

5.5 **SCC Trees Team** –Trees on this site are protected by The Southampton (Western Hospital Site) T.P.O 1993. There appears to be suitable replacement planting which mitigates any tree loss. The majority of which is only young / semi-

mature planting within the existing car park. The only significant tree loss will be two mature Limes which again are to be replaced. This proposal will have very little affect on the visual amenity of the area as the existing tree planting in and around the site provides good screening. There are no tree reasons to support refusal of this application subject to suitable replanting and protection of retained trees.

5.6 **SCC Environmental Health (Pollution & Safety)** - No objections

5.7 **SCC Archaeology** – The site has considerable potential for archaeological remains. However, as long as a phased programme of works is carried out in advance of the development there is unlikely to be anything on the site that will prove to be an overriding constraint to development. The required works can best be secured by conditions.

5.8 **Hampshire Constabulary** – No objections to the development, although consideration should be given to the maintenance of foliage and trees which potentially aid in the concealment of criminal activity.

5.9 **Southern Water** – No objections to this proposal

5.10 **Environment Agency** - Any comments will be reported verbally at the meeting

## **6. Planning Consideration Key Issues**

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

- The principle of the development and compliance with planning policy.
- Design, layout and trees.
- Transportation and car parking
- Section 106 issues

### 6.2 Principle of Development

The application site is not allocated in the Local Plan and in policy terms is not within or adjacent to a defined retail centre. The key policies are CS3 of the Core Strategy and government guidance within PPS4. These policies seek to protect and enhance centres. Out of centre retail proposals will not be supported if there is an alternative more centrally located site (the 'sequential approach') or if they would have a significant impact on the centre. The sequential approach is relevant to this application. In this case the proposal is for an extension and so an alternative site for the extension would not enable the whole store to operate as one. Nevertheless given the convenience – comparison split there could be scope for 'disaggregating' the store as in the case of the city centre where Tesco operate a non-food only store. Shirley Town Centre is the nearest centre to the application site being approximately 1km to the east of the site. The applicant has undertaken a sequential assessment of potential sites within Shirley Town Centre and found these alternative sites to be either too small or unavailable for development. Officers accept the findings of this sequential analysis.

### 6.3 Retail Impact

The applicants have indicated the size of the extension, the likely mix of convenience and comparison floorspace, and the likely size / mix of the mezzanine fall back. The extension would increase the net sales area of the existing store by just over 2,000 sq m. This is a slightly greater increase (by 241 sq m) than the mezzanine floor previously considered to be a lawful development. An extension is also likely to create a more attractive store, and so have slightly higher turnover per sq m than a mezzanine. Tesco suggest this will only be at most about 2% higher, and the Secretary of State has accepted this assumption elsewhere. Tesco also suggest, based on experience of their other stores, that an extension will lead to a lower pro rata increase in turnover than the floorspace

increase would suggest. It is important to bear in mind that the actual turnover achieved could vary and if the store upgrade were particularly successful it could be higher. The extension would increase the convenience floorspace by 284 sq m. This increase would not occur with the mezzanine as it is not the practice for supermarkets to provide convenience goods on an upper level. The applicant's retail impact assessment suggests that this increase will generate the following impact on nearby centres and their main supermarkets: 1.2% impact on convenience trade in Shirley Town Centre (impact on the existing Sainsbury's store of 1.4%, impact on Lidl store of 0.7%); impact on Lordshill Sainsbury's store of 1.1%; impact on City Centre convenience trade of 1% (Asda store - 1.8%); Portswood Centre 1.1% (Waitrose 1.5%). Officers have assessed the applicant's information and consider the key assumptions to be reasonable. These levels of impact on convenience trade would not have a significant impact on nearby centres.

6.4 The applicant has not assessed the impact on comparison trade on the basis that the mezzanine would have a similar level of comparison floorspace / turnover, and so there is no additional impact from the extension. The proposed comparison floorspace, at 1,745 sq m, is significant. Tescos are likely to sell a range of non food goods from the store. They have indicated this would include: clothing, electrical goods, healthcare; and smaller amounts of home/cook ware, phones, toys, books, sports and car care. The comparison trade draw of the proposal is likely to come from a range of locations, including Southampton city centre, other (mainly out of centre) superstores, and surrounding town / district centres. The city centre is a regional centre and so the % impact of this proposal is likely to be relatively small. However the other centres are smaller and in some cases less robust, and the proposal is likely to trade in similar 'value' market niches. Therefore there is likely to be an impact, particularly on nearby centres such as Shirley. This impact would in itself be no greater than from a mezzanine. However there would be a cumulative impact with the additional convenience goods sold from the extension, which would have an overall impact on Shirley.

6.5 These retail impacts have to be considered against the 'fallback' position of the mezzanine floor which was granted a Certificate of Lawfulness in 2008. Work did commence on implementing this mezzanine floor and it is understood that Tesco have the legal right to complete these works. However, Tesco have stated they would much rather extend the store at ground level which would allow for wider improvements to the store. Compared with the mezzanine, the extension would result in an increase of just 284 square metres convenience sales floorspace whereas there would be a decrease of 129 sq.m. comparison sales floorspace. The applicants have also provided examples of stores in other locations, with similar floor to ceiling heights, where they have implemented mezzanines. Tesco have provided an illustration of the size of mezzanine they might construct. This might change if they needed to work up the proposal, although in broad terms it is within a range implemented elsewhere. In any case it is clear that Tesco would implement a mezzanine at Tebourba Way if they could not extend the store. Therefore the mezzanine is a genuine 'fall back' position and this is a significant material consideration in deciding this application. The Secretary of State has taken the same view in other similar cases for example at Ryde on the Isle of Wight where planning permission was granted for an extension instead of a mezzanine floor. Overall it is considered that the development is acceptable in retail policy terms given the specific circumstances of the case.

#### 6.6 Design issues

The existing building now appears dated and undistinguished. The applicant considers the colonnade and entrance to be uninviting and they wish to create a more impressive contemporary building. The extension and re-modelling of the

store with an extensive glazed frontage would significantly enhance the appearance of the store and provide an improved customer shopping experience. An important characteristic of this site is its landscaped setting. There is an extensive screen of boundary planting which effectively screens the store and car parking area from public view for much of the year. This boundary planting would be retained. There is also extensive tree planting within the car park, including a central area which contains mature Monterey Pine trees. These trees will be retained and the revised layout will result in the loss of only two trees adjoining the service yard. The Council's trees team are satisfied with the proposals subject to securing replacement planting.

6.7 Transportation/Parking

Highways officers are satisfied with the applicant's Transport Assessment which demonstrates that the development would have limited impact on the capacity of the highways network. Vehicular movement around the site will be simplified and improved with a more regular grid of rows of parking spaces and a dedicated 'exit only' slip road providing egress from the car park. In terms of car parking numbers, the applicant has looked into various options for increasing the amount of car parking on site following pre-application consultation with interested parties. However, realistic options are limited without taking up the space occupied by the petrol filling station which is a well used facility or the large central area of trees which is an important feature of the area. Furthermore, car parking surveys carried out by the applicant has demonstrated that the car park is currently under-utilised. The recently adopted car parking standards define this area as being of low public transport accessibility. If this were a totally new build store of 8,200 square metres the maximum number of parking spaces would be 415. The small increase in the level of car parking is therefore acceptable.

6.8 Section 106 issues

The Section 106 agreement will secure contributions to encourage sustainable modes of travel to and from the store via improved access and crossing facilities. The applicant has also agreed to make a financial contribution towards improvements to Shirley Town Centre to mitigate the impact of the trade diversion arising from this development. As the acceptability of this development has been influenced by the 'fallback position' of the mezzanine floor it will be important to prevent the future implementation of that floorspace once this permission has been acted on.

7. Summary

7.1 Although this site is out of centre, the applicants have a genuine fallback position which is a significant material consideration in this case. The proposed extension would offer benefits compared with implementation of the mezzanine floor with an enhancement to the appearance of the building and an improved customer shopping experience due to the provision of an increased range of goods. The sequential approach has been satisfactorily addressed and the retail impact on adjoining centres is not considered to be significant. The development is considered to be satisfactory in design, layout and transportation terms

8. Conclusion

It is recommended that planning permission be granted subject to a Section 106 agreement and conditions.

**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(b), 2(d), 4(g), 4(vv), 6(c), 7(a), 7(f), 7(n), 10(a) and 10(b).

**RP2 for 22/11/2011 PROW Panel**

**PLANNING CONDITIONS**

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

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

Reason:

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

**02. APPROVAL CONDITION - Details of building materials to be used [Pre-Commencement Condition]**

Notwithstanding the information shown on the approved drawings and application form no development works shall be carried out unless and until a written schedule of external materials and finishes has been submitted to and approved in writing by the Local Planning Authority. Development shall be implemented only in accordance with the agreed details. These shall include full details of the manufacturers, types and colours of the external materials to be used for external walls, windows, doors 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.

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. APPROVAL CONDITION - Landscaping, lighting & means of enclosure detailed plan [Pre-Commencement Condition]**

Notwithstanding the submitted details before the commencement of any site works a detailed landscaping scheme and implementation timetable shall be submitted, which includes:

- i. proposed finished ground levels or contours; means of enclosure; car parking layouts; other vehicle pedestrian access and circulations areas, hard surfacing materials, structures and ancillary objects (refuse bins, lighting columns etc.);
- 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. Any trees to be lost shall be replaced on a favourable basis (a two-for one basis unless circumstances dictate otherwise);
- iv. details of any proposed boundary treatment, including retaining walls; and
- v. a landscape management scheme.

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.

The approved hard and soft landscaping scheme (including parking) 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.

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

**04. APPROVAL CONDITION – Archaeological investigation [Pre-Commencement Condition]**

No development shall take place within the site until the implementation of a phased 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.

**05. 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.

**06. APPROVAL CONDITION – Archaeological damage-assessment [Pre-Commencement Condition]**

No development shall take place within the site until the type and dimensions of all proposed groundworks have been submitted to and agreed by the Local planning Authority. The developer will restrict groundworks accordingly unless a variation is agreed in writing by the Local Planning Authority.

Reason: To inform and update the assessment of the threat to the archaeological deposits.

**07. APPROVAL CONDITION - Limit on floorspace (Performance Condition)**

The retail sales floorspace hereby approved shall be no more than 2,030 square metres in area.

Reason

To limit the development to the area subject of the retail assessment and to limit the impact on nearby centres.

#### **08. 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.

#### **09. 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.

#### **10. APPROVAL CONDITION - Arboricultural Method Statement [Pre-Commencement Condition]**

No operation in connection with the development hereby permitted shall commence on site until a site specific Arboricultural Method Statement in respect of the protection of the trees during all aspects of work on site is submitted and agreed in writing by the Local Planning Authority. It will be written with contractors in mind and will be adhered to throughout the duration of the demolition and development works on site. The Method Statement will include the following:

1. A specification for the location and erection of protective fencing around all vegetation to be retained
2. Specification for the installation of any additional root protection measures
3. Specification for the removal of any built structures, including hard surfacing, within protective fencing areas.
4. Specification for the construction of hard surfaces where they impinge on tree roots
5. The location of site compounds, storage areas, car parking, site offices, site access, heavy/large vehicles (including cranes and piling rigs)
6. An arboricultural management strategy, to include details of any necessary tree surgery works, the timing and phasing of all arboricultural works and protection measures.
7. Specification for soft landscaping practices within tree protection zones or the canopy of the tree, whichever is greatest.

Reason

To ensure that provision for trees to be retained and adequately protected throughout the construction period has been made.

#### **11. APPROVAL CONDITION - Arboricultural Protection Measures [Pre-Commencement Condition]**

No works or development shall take place on site until a scheme of supervision for the arboricultural protection measures has been approved in writing by the LPA. This scheme will be appropriate to the scale and duration of the works and may include details of:

Induction and personnel awareness of arboricultural matters

Identification of individual responsibilities and key personnel  
Statement of delegated powers  
Timing and methods of site visiting and record keeping, including updates  
Procedures for dealing with variations and incidents.

Reason:

To provide continued protection of trees, in accordance with Local Plan Policy SDP12 and British Standard BS5837:2005, throughout the development of the land and to ensure that all conditions relating to trees are being adhered to. Also to ensure that any variations or incidents are dealt with quickly and with minimal effect to the trees on site.

**12. APPROVAL CONDITION - Sustainability statement implementation [Pre-Occupation Condition]**

Prior to the first occupation of the development hereby granted consent, the approved sustainability measures shall be implemented unless otherwise agreed in writing by the Local Planning Authority.

Reason:

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

**13. APPROVAL CONDITION - BREEAM Standards (commercial development) [Pre-Occupation Condition]**

Written documentary evidence demonstrating that the development has achieved at minimum a rating of Very Good against the BREEAM standard shall be submitted to the Local Planning Authority and verified in writing prior to the first occupation of the development hereby granted, 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 BREEAM 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 Adopted Version (January 2010).

**14. APPROVAL CONDITION - Cycle facilities (Pre-Occupation Condition)**

The building as extended shall not be occupied until cycle facilities for members of staff including cycle racks, changing facilities and associated storage have been provided in accordance with details which shall first have been submitted to and approved in writing by the Local Planning Authority. The cycle storage racks for visitors shall also be provided before the extended store is open to the public. The cycle facilities for the public and staff shall be retained thereafter.

Reason

To ensure suitable provision is made for cycling as a sustainable form of transport.

**15. 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, routing of vehicles to and from the site, 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.

**16. APPROVAL CONDITION - Approved Plans**

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

**Reason:**

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

**POLICY CONTEXT**

Core Strategy - (January 2010)

CS3	Town, district and local centres
CS6	Economic Growth
CS13	Fundamentals of Design
CS18	Transport: Reduce-Manage-Invest
CS19	Car & Cycle Parking
CS20	Tackling and Adapting to Climate Change
CS24	Access to Jobs
CS25	The Delivery of Infrastructure and Developer Contributions

City of Southampton Local Plan Review – (March 2006)

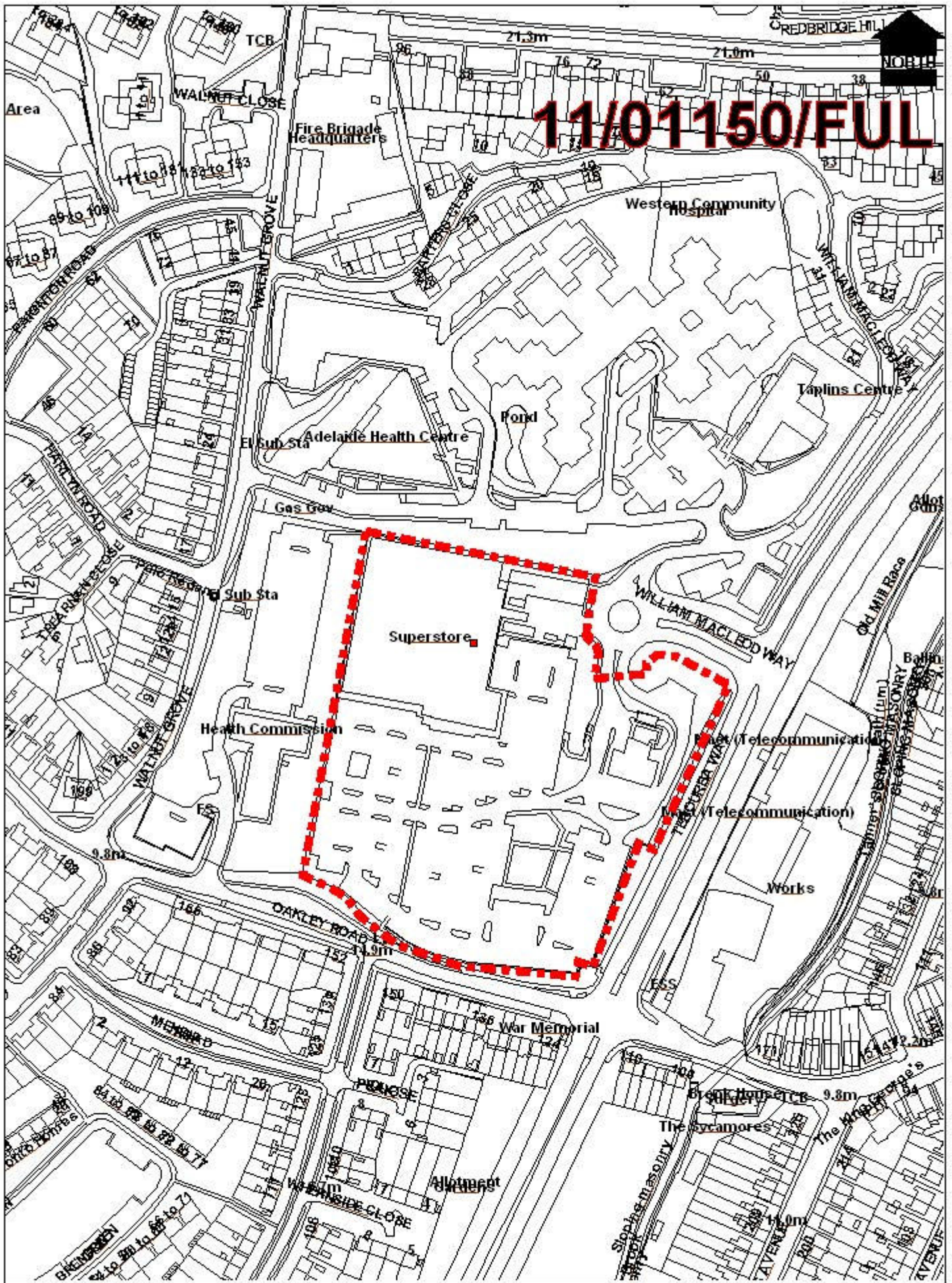
SDP1	Quality of Development
SDP4	Development Access
SDP5	Parking
SDP7	Urban Design Context
SDP9	Scale, Massing & Appearance
SDP10	Safety & Security
SDP11	Accessibility & Movement
SDP13	Resource Conservation
SDP16	Noise
SDP17	Lighting
HE6	Archaeological Remains
TI2	Vehicular Access

Supplementary Planning Guidance

Planning Obligations (Adopted - August 2005 and amended November 2006)  
Parking Standards SPD (September 2011)

Other Relevant Guidance

PPS1 Delivering Sustainable Development (February 2005)  
Planning Policy Statement: Planning and Climate Change - Supplement to Planning Policy Statement 1 (December 2007)  
PPS4 Planning Policy Statement 4: Planning for Sustainable Economic Growth (December 2009)  
PPG13 Transport (2011)  
PPG24 Planning and Noise (October 1994)



Scale : 1:2500

Date 08 November 2011

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