

Planning and Rights of Way Panel 24th November 2020
Planning Application Report of the Head of Planning & Economic Development

Application address: Land to the rear of Southern House, 80 Shirley Road and 4 and 6 Sir Georges Road, Southampton			
Proposed development: Redevelopment of land following demolition of existing building to erect a terraced block of 3 x 3-bed houses and 3 storey block containing 11 flats (7 x 2-bed, 3 x 1-bed and 1 x studio) with associated parking and cycle/refuse storage			
Application number:	20/00741/FUL	Application type:	FUL
Case officer:	Stuart Brooks	Public speaking time:	15 minutes
Last date for determination:	EOT 01.12.2020	Ward:	Freemantle
Reason for Panel Referral:	Request by Ward Member & Five or more letters of objection have been received	Ward Councillors:	Cllr David Shields Cllr Stephen Leggett Cllr Vivienne Windle
Referred to Panel by:	Cllr Shields	Reason:	Over-development & Parking demand
Applicant: King Property Development Ltd		Agent: Luken Beck	

Recommendation Summary	Delegate to the Head of Planning & Economic 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 have been considered and are not judged to have sufficient weight to justify a refusal of the application, and where applicable conditions have been applied in order to satisfy these matters. The scheme is therefore judged to be in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and thus planning permission should therefore be granted. In reaching this decision the Local Planning Authority offered a pre-application planning service and has sought to work with the applicant in a positive and proactive manner as required by paragraphs 39-42 and 46 of the National Planning Policy Framework (2019). Policies – SDP1, SDP4, SDP5, SDP7, SDP9, SDP10, SDP12, SDP13, H1, H2, H7 of the City of Southampton Local Plan Review (Amended 2015) and CS4, CS5, CS13, CS15, CS16, CS18, CS19, CS20, CS22, CS25 of the Local Development Framework Core Strategy Development Plan Document (Amended 2015).

Appendix attached			
1	Habitats Regulation Assessment	2	Development Plan Policies
3	Viability Appraisal Report		

Recommendation in Full

1. That the Panel confirm the Habitats Regulation Assessment in **Appendix 1** of this report.

2. Delegate to the Head of Planning & Economic Development 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 site specific transport contributions for highway improvements in the vicinity of the site or s.278 agreements including any associated Traffic Regulation Orders in line with Policy SDP4 of the City of Southampton Local Plan Review (as amended 2015), policies CS18 and CS25 of the adopted LDF Core Strategy (as amended 2015) and the adopted SPD relating to Planning Obligations (September 2013);
- ii. Affordable housing viability clauses;
- iii. 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.
- iv. Submission of a Training & Employment Management Plan committing to adopting local labour and employment initiatives, in accordance with Policies CS24 & CS25 of the Local Development Framework Core Strategy Development Plan Document - Adopted Version (as amended 2015) and the adopted SPD relating to Planning Obligations (September 2013).
- v. The submission, approval and implementation of a Carbon Management Plan setting out how the carbon neutrality will be achieved and/or how remaining carbon emissions from the development will be mitigated in accordance with policy CS20 of the Core Strategy and the Planning Obligations SPD (September 2013).
- vi. Either a scheme of measures or a financial contribution to mitigate against the pressure on European designated nature conservation sites in accordance with Policy CS22 of the Core Strategy and the Conservation of Habitats and Species Regulations 2017.
- vii. No eligibility for occupiers to obtain parking permits under Residential Parking Scheme.

3. That the Head of Planning & Economic Development be given delegated powers to add, vary and /or delete relevant parts of the Section 106 agreement and/or conditions as necessary. In the event that the legal agreement is not completed within a reasonable period following the Panel meeting, the Head of Planning & Economic Development be authorised to refuse permission on the ground of failure to secure the provisions of the Section 106 Legal Agreement.

1. The site and its context

1.1 This 0.17ha site is located to the west of Shirley Road, north of Waterloo Road, and south of Sir Georges Road and comprises a large irregular shaped plot formed from two adjoining parcels of land to the rear of Southern House, 80 Shirley Road and 4 and 6 Sir Georges Road.

- 1.2 The southern part of the site (relating to block A) mainly comprises of an unused hard-surfaced parking area with landscaping that served the former offices at 80 Shirley Road known as Southern House, now being converted into 10 flats under 'prior approval' (LPA ref no. 19/00842/PA56), separated from the current site area itself but shares the same vehicular access from Shirley Road.
- 1.3 The northern part of the site (relating to block B) adjacent to Sir Georges Road comprises two flats within a 2 storey detached residential property and a rear garden which is open to the car park area. There is a gated vehicle/driveway access that feeds into the larger car park area. Alongside this is a piece of land formerly used as communal garden. This was loaned by the previous owners of Southern House to the Freemantle Triangle Residents Association (as reported in a local resident representation), however, this private land has never been formally designated as open space or amenity space in terms of its planning status. At the time of the site visit, this space was gated off to public access and overgrown. At the time of the site visit, it appears that recent tree clearance had taken place, however, this tree removal did not require any formal consent as there was no statutory protection under a Tree Preservation Order.
- 1.4 The site is adjacent to a well connected and highly frequent bus route serving the city centre/Shirley Town Centre and within close walking distance to the Central railway station. It is located behind the 2 storey commercial and residential frontage of Shirley Road, whilst the surrounding character to the west and south of the site changes to a more suburban and residential feel, including 3 storey higher density flatted blocks on larger plots along Waterloo Road, and 2 storey suburban dwellings on Sir Georges Road (refer to the height analysis in p8 of the Design and Access Statement). There is a mixed character and appearance of properties with no uniform style of architecture in the surrounding area. Street parking on surrounding roads is mostly controlled by kerbside restrictions through a combination of residential permit scheme (Z1-12&16 – on Sir Georges Road, Park Road, Napier Road Princes Road & Kingston Road) operating between 08:00 to 18:00 Monday to Saturday and 'no waiting' of vehicles.

2. Proposal

- 2.1 The proposal is formed by two separate residential parcels shown as block A and block B, comprising the following development:-
- 2.2 Block A:-
- terraced block of 3 x 3-bed houses following the established building lines of Sir Georges Road
 - floor area = 100sqm each unit
 - 2 storeys with rooms in the roof
 - garden sizes = 71, 58, 56sqm & 10m length
 - total 4 parking spaces - 2 parking spaces each for the outer units, and no parking space for central unit
 - rear access for the central unit through the courtyard of block B to allow cycle access directly to the garden
- 2.3 Block B:-
- existing vehicle access from Shirley Road and on-site turning
 - L-shaped 3 storey building within a courtyard setting adjacent to Southern House

- 11 flats (7 x 2-bed, 3 x 1-bed and 1 x studio)
- Floor area of 2 bedroom flats range between 60 to 71sqm
- Floor area of 1 bedroom flat = 50sqm
- Floor area of studio flat = 37sqm
- 10 parking spaces – 7 spaces allocated to the 2 bed flats and 3 unallocated spaces
- central communal garden space = 185sqm
- private courtyard gardens/balconies = 100sqm
- private refuse collection
- green roof to terraces and cycle/refuse store
- 22 PV solar panels

2.4 Separation distances of Block B and Block A between neighbouring buildings (see the diagram on p12 of the Design and Access Statement) are as follows and comply with standards – these will be explained further as part of the officer's presentation to Panel:

- Wellington Court, 11 Waterloo Road (3 storeys) is 20m back to back between southern elevation to nearest flank wall comprising high level windows and garage court adjacent to shared boundary. 26m separation between nearest habitable room windows on inner rear elevation of Wellington Court. Overlooked by southern elevation of block B - limited number of windows on the upper floor including bedroom, high level kitchen window and balcony.
- Houghomont House, 13 Waterloo Road is 2m to eastern boundary of site adjacent to parking area. Proposed - windows on upper floor of west elevation (facing flank wall) are high level & screen to balconies.
- Southern House is 12m between the western elevation comprising living room and bedroom windows in rear elevation overlooking the courtyard area (see p13 of the Design and Access Statement). Proposed - directly overlooked by front doors and secondary lounge window on the ground floor, and high level windows on upper floors of block B. Planting areas adjacent to ground floor windows of Southern House to create defensible space.
- Block A = 24m back to back between north elevation of upper floors. The terrace area is no longer accessible (Juliet balcony shown).
- 78 Shirley Road and coach-house is 23.8m between upper floor of proposed east elevation where all windows have been amended to be obscure glazed, and separation of 11m to shared boundary. The terraced area adjacent to the first floor flat is no longer accessible as a balcony (green roof). The coach-house is not directly overlooked by upper floor windows with the nearest window on the proposed southern elevation being a high level kitchen window.
- 8 Sir Georges Road is 26m between upper floors of north elevation block B albeit overlooking is an oblique angle. The terrace area adjacent to the first floor flat is no longer accessible (amended plans) as a balcony (green roof) with first floor living room window served by a Juliet balcony. Side to side separation of 4.3m on same building lines, side windows to be obscure glazed.

- 2a Sir Georges Road is 3m side to side, side windows to be obscure glazed. Adjacent first floor side window is secondary.
- 98 Shirley Road is 11.6m rear to gable separation, albeit outlook is already enclosed by rear elevation of no. 2a and rear garden fence.

2.5 Amendments since the submission of the application:

- Access removed to first floor flats of Block B to the outside terraces on east and north elevations.
- Introduction of obscure glazing on the first floor windows (east elevation) facing no. 78 Shirley Road.
- Allocation of parking spaces to 2 bedroom flats in Block B.
- Rear access of central unit in block A to the courtyard for cycle access.

3. **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) and the City Centre Action Plan (adopted 2015). The most relevant policies to these proposals are set out at ***Appendix 2***.

3.2 Major developments are expected to meet high sustainable construction standards in accordance with Core Strategy Policy CS20 and Local Plan “saved” Policy SDP13.

3.3 The National Planning Policy Framework (NPPF) was revised in 2019. Paragraph 213 confirms that, where existing local policies are consistent with the NPPF, they can be afforded due weight in the decision-making process. The Council has reviewed the Development Plan 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. **Relevant Planning History**

4.1 The site history shows historic applications dating back to the 1960s regarding the former office use and car park of Southern House. The most recent application was approved in 2019 to convert Southern House into 10 flats (LPA ref no. 19/00842/PA56) under the office to residential prior approval process.

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 **17.07.2020** and erecting a site notice **17.07.2020**. At the time of writing the report **1** Ward Cllr and **10** representations have been received from surrounding residents. The following is a summary of the points raised:

5.2 ***Not a brownfield site as it includes land formerly as a garden and large proportion of the site is backland development which therefore imposes***

stricter conditions than a brownfield development. Over-development and 3 storey scale of buildings out of character with surrounding area, adding to the high level of densification of development in local area in recent years. This development is in addition to the conversion of Southern House to 10 flats already implemented (ref no. 19/00842/PA56). The backland phase of the development should reflect the height of the houses on Sir Georges Road and be limited to 6 units.

Response

- The former garden area fronting Sir Georges Road does not hold formal designation or status as public outdoor or amenity space. It no longer has public access and is overgrown.
- Although block B is in a backland position of the site, it is not a backland development in the sense of 'garden grabbing' which has been resisted in recent years. The development has been designed around its own courtyard access, so while it does not directly address the Shirley Road frontage, it still being built on previously developed land comprising of a vacant and underused car park (formerly served Southern House).
- The level of development proposed is not considered an over-development of the site given that the 82dph residential density will be in keeping with the character of the local area, albeit less than the higher 100dph expected for this highly accessible location. The land being redeveloped already comprises mainly of hard-surfacing (former car park) so the high ratio of building and hard-standing to coverage to plot size would not significantly change the character of the area, whilst it seeks to make effective use of land for new housing within a well-designed courtyard environment.
- Although Southern House has already been developed into residential use, the parcel of land has been separated and in situ, the Council must now assess the current application on its own merits. It is satisfied that the courtyard arrangement of block B and its window layout would avoid prejudicing the amenities of the future occupiers of both block B and Southern House;
- The site is classed as previously developed land or 'brownfield' land. Annex 2: Glossary of the NPPF (2019) gives the same definition to brownfield land as previously developed land so the terms are interchangeable – "Land which is or was occupied by a permanent structure, including the curtilage of the developed land". It does exclude residential gardens in built up areas, however, the garden is not being developed in isolation as it is coming forward as part of a comprehensive redevelopment of the land. Section 11 of the NPPF requires the Council to make effective and efficient use of brownfield sites for opportunities to deliver housing.
- Whilst the prevalent character of Sir Georges Road is 2 storey housing, the taller 3 storey and higher density L-shaped block B would not be out of character with the 3 storey flatted blocks that exist adjacent to the site on Waterloo Road;
- The backland location of the site and its courtyard design allows for non-obtrusive visual transition in heights from the 2 storey frontage on Shirley Road. The view of block B from Shirley Road between no. 80 and 78 would be mainly of the eastern elevation, so the set back perspective of the roof ridge of block B would read in the distance as a similar level to the Shirley Road 2 storey frontage. It should be noted that the second floor of the eastern elevation closest to Shirley Road has lowered eaves so it does not read as a full three storey building in appearance.

- 5.3 ***Local residents have high level of car ownership despite sustainable location to public transport links. The middle terrace house (block A) has no off road parking so should be given a parking permit. Lack of off-road parking to accommodate increased parking demand leading to pressure on limited street parking available for local residents. This in addition to the parking demand from the prior approval conversion of Southern House to 10 flats (ref no. 19/00842/PA56). Further pressure on traffic turning near a bus stop in an already over-crowded road space.***

Response

This is not a car free scheme and provision has been made for 14 vehicles on site including 2 spaces each for 2 of the 3 family dwellings and 10 spaces for the 11 flats. The Council can accept off-road parking provision below the maximum standards in this sustainable location. Whilst the parking survey does show kerbside capacity, the local parking restrictions and permit controls in place would minimise the pressure on existing street parking available for local residents. The future occupants would not be entitled to parking permits.

- 5.4 ***Loss of residential amenity for neighbouring occupiers due to orientation and scale and massing of the backland location of the buildings, including overlooking of privacy from windows and balcony and overlooking between the occupiers of Southern House and Block B, loss of light and outlook, and noise disturbance from the use of the large balconies and proximity of parking bays to shared boundaries. Siting of the bin store adjacent to the garden of no. 8 Sir Georges Road could be relocated as concerned about nuisance caused by odour and vermin with hot weather and mismanagement of refuse.***

Response

- Although the backland position of block B in close proximity to the east, west and southern boundaries does span the garage courts, communal and garden areas of many neighbouring properties, officers are satisfied that the back to back separation distances combined with layout of the window openings and glazing type are arranged in such a way to avoid adverse loss of privacy from direct overlooking between the adjacent elevation and the habitable areas, and would adequately protect the outlook of neighbouring properties and Southern House. The terraced balconies have been omitted from the scheme, with a juliet balcony preventing access to the terrace on the north elevation of block B.
- The orientation of the blocks A and B combined with its separation between neighbouring properties will ensure that those affected during the day to the east, west and north of the site will maintain an adequate level of natural light as the sun path moves east to west during the day, whilst the primary over-shadowing impact to the north of block B will be on the courtyard and communal garden of the site itself. The area affected to the west of the site is the adjacent car park of Houghomont House, 13 Waterloo Road and, therefore, would afford as greater protection with regards to loss of light and outlook.
- The lowered eaves of the 3 storey wing of block B closest to no. 78 combined with the 11m separation from the shared boundary and presence of existing outbuildings is not considered to adversely affect the outlook of the neighbour's amenity space, whilst the outlook from coach-house building at the rear of no. 78 remains open to the east and south. As result, the oblique view of block B (located away to the north-east) would not overly enclose their outlook mainly reliant across third party land. The overlooking of the coach-

house and garden of no. 78 from the upper floors of the east and south elevations is at an oblique angle (south) and prevented by obscure glazing (east).

- The noise disturbance arising from the parking spaces adjacent to the boundary of no. 78 is not considered to adversely impact on the amenity of the neighbouring occupiers. The use of space was formerly a car park so there would not be any significant difference in noise disturbance within this urban setting, whilst the impact is only from 3 parking spaces which is separated from garden of no. 78 by a brick wall and outbuilding.
- With adequate ventilation into the communal garden space of block B and regular cleaning and management of the bin store (required to provide drainage gully and water hose facilities for cleaning) the odour impact can be controlled. The repositioning of the bin store away from the boundary of no. 8 closer the central courtyard access can be investigated to improve access for collection.

5.5 ***Good quality design. Aimed at first time buyers to redress the balance of owner occupiers within the local community.***

Response

Noted. The mix of flatted block B otherwise comprises a diverse mix of 1 and 2 beds (7 x 2-bed, 3 x 1-bed and 1 x studio). This meets the objectives of policy CS16 to positively contribute to the mix and balance of the local community. The scheme also includes 3 dwellings suitable for families with 3 bedrooms and a private garden

5.6 ***Trees on site have been removed. Impact on biodiversity including nesting hedgehogs. Swifts bricks should be included to increase nesting opportunities due to decline in nesting sites on existing houses.***

Response

The removal of the trees did not require formal consent as they were not statutorily protected. The Council's Ecologist considers that the hard-standing, amenity grassland and house are of negligible biodiversity value whilst the shrubs have low value for nesting birds. Mitigation measures and biodiversity and habitat improvements are recommended such as protection of bird nesting, bat roosting boxes, and landscaping planting species of recognised wildlife value. Regarding the protection of hedgehogs, further advice was being sought from the Ecologist at the time of writing this report, so a verbal update will be made at the meeting.

5.7 ***The Southern Water drainage issues needs addressing.***

Response

The applicant has requested Southern Water to review their records as it is not evident that there is a sewer drain on site. Given that this does not affect a significant part of the development (only a small section of block A), it is reasonable to impose a condition to request further details of a possible sewer diversion to be agreed with Southern Water prior to the commencement of development relating to block A only. That said, the applicant will have to obtain separate sewer diversion consent from Southern Water under their own legislation.

5.8 ***Increased pressures on local services including doctor surgeries and long waiting times for appointments.***

Response

All residential schemes make a contribution to the Community Infrastructure Levy (CIL) and these monies can be pooled and allocated to a wide range of infrastructure proposals including health facilities. Given the limited scale of the development proposed it would not be reasonable to seek a s.106 contribution towards NHS staffing.

5.9 ***Should have been a notification outside 4-6 Sir Georges Road.***

Response

A site notice was posted on 17th July 2020 to the adjacent lamp column and the Planning Department has exceeded its statutory requirements for notification.

5.10 ***The quality of the outdoor communal space needs better designing.***

Response

Officers are satisfied that the orientation, quality and quantity of the outdoor amenity space serving both blocks A and B would fit be for purpose and therefore create an acceptable residential living environment.

Consultation Responses

5.11 **SCC Highways** – No objection

5.12 **SCC Housing** – No objection

5.13 **SCC Sustainability** – No objection

5.14 **SCC Environmental Health (Pollution & Safety)** – No objection

5.15 **SCC Flood Risk** – No objection

5.16 **SCC Environmental Health (Contaminated Land)** – No objection

5.17 **SCC Ecology** – No objection

5.18 **SCC Archaeology** – No objection

5.19 **Southern Water** – Possible sewer diversion required within the vicinity to block A adjacent to Sir Georges Road.

Response

This is not a significant constraint on the development as it only effects a small area of the site and therefore does not warrant stopping the whole development coming forward. The applicant is checking with Southern Water to see whether their sewer records are up to date as they are unaware of a sewer running across the site. Nevertheless a condition can be used to agree a potential diversion prior to commencement. A verbal update will be given at the meeting.

6.0 Planning Consideration Key Issues

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

- The principle of development;
- Design and effect on character;

- Residential amenity;
- Parking highways and transport;
- Air Quality and the Green Charter;
- Mitigation of direct local impacts and;
- Likely effect on designated habitats.

6.2 Principle of Development

6.2.1 Whilst the site is not identified for development purposes, the Council's policies promote the efficient use of previously developed land to provide housing. The site is not allocated for housing however it represents an opportunity for windfall housing. The Local Development Framework Core Strategy identifies the Council's current housing need and this scheme would assist the Council in meeting its targets. The City has a housing need. As detailed in Policy CS4 an additional 16,300 homes need to be provided within the City between 2006 and 2026. However it should also be noted that up to 2021/22 the Council has sufficient completions and allocations without needing to rely on any windfall housing.

6.2.2 Policy CS16 of the Core Strategy requires the provision of 30% family homes within new developments of ten or more dwellings. That said, the 30% provision is a target, so the appropriate percentage of family housing for each site will depend upon the established character and density of the neighbourhood and the viability of the scheme. The policy goes on to define a family home as that which contains 3 or more bedrooms with direct access to private and useable garden space that conforms to the Council's standards. The proposal incorporates 3 family units (block A) with acceptable private garden space and, as such, this does not accord with the policy requirement of 4 family units, however, the shortfall is considered an appropriate level to respond to the viability and deliverability constraints of the scheme, whilst the neighbourhood is characterised by higher density flatted schemes. The mix of flatted block B otherwise comprises a diverse mix of 1 and 2 beds (7 x 2-bed, 3 x 1-bed and 1 x studio). This meets the other objectives of policy CS16 to positively contribute to the mix and balance of the local community. On balance, taking account of the benefits delivered by the residential scheme as a whole, the shortfall of 1 family unit would therefore not be contrary to the objectives of policy CS16.

6.2.3 Policy CS5 confirms that in high accessibility locations such as this, density levels should generally accord with the range over 100 dph, although caveats this in terms of the character of the area and the quality and quantity of open space provided. Therefore, higher residential development is appropriate within this neighbourhood area. That said, the proposal would achieve a residential density of 82 dph so the density level is not as high as it would be within the nearby Shirley Town Centre or City Centre areas, however, it does respond well to the more residential suburban character located off the Shirley Road frontage. There are examples of higher density flatted schemes in Waterloo Road already forming part of the context of the surrounding area, and this also includes the recent conversions of the former office buildings on Shirley Road including Southern House itself. The impact of the proposal on the local character is further discussed in the report below.

6.2.4 The principle of development is therefore supported to optimise the use of the previously developed land to deliver a windfall site to contribute towards the city's housing need, whilst this scheme provides 3 new genuine family homes as part of the residential mix and positively contributes to the mix and balance of households in the local community. In determining the application, the planning balance of the overall gains and losses arising from the development should be weighed up in relation to the socio-economic and environmental objectives of the development plan.

6.3 Design and effect on character

6.3.1 Through the contextual analysis undertaken earlier in the report, Officers are satisfied that the scale, massing and appearance of the 3 storey block B with regards to the courtyard style development in its backland location would not be out character and context of the surrounding area. The scale and massing of block A is considered to be in keeping with the character and appearance of the surrounding area as it responds well to the established building lines and heights of the neighbouring properties within the street scene. Furthermore, the proposed residential density and high plot coverage of block B complies with policy guidelines and reflects the character and appearance of the existing plot with regards to its former car park use, whilst it has the positive benefit of making effective use of land to contribute to the city's housing delivery as a windfall site.

6.4 Residential amenity

6.4.1 Through the assessment already taken in paragraphs in 2.4 and 5.4 of the report, Officers are satisfied that the separation distances, layout and massing of the blocks A and B, and careful design of window openings would comply with the residential standards as set out in section 2 of the Residential Design Guide and, therefore, would not adversely affect the residential amenity of neighbouring occupiers including Southern House.

6.4.2 Officers are satisfied that the proposed internal floorspace proposed will comply the national described floor space standards.

6.4.3 The rear gardens of block A provides the 50sqm for each terraced dwelling. The minimum standards require 20sqm per flat, which can be include communal space. The standards can be applied flexibly depending on the context of the area. The combined quantity of communal and private terrace and balcony space available would ensure that the 11 flats have adequate amenity space (central communal garden space to serve 4 upper floor flats without private space = 185sqm & private courtyard & gardens/balconies = 100sqm). The narrowness of the private gardens at the foot of block A are supplemented by access to the communal space, however, they provide a private and useful space to dry washing and sit out, and have good access to sunlight as they are south and west facing. Officers are therefore satisfied that the orientation, quality and quantity of the outdoor amenity space serving both blocks A and B would fit be for purpose and therefore create an acceptable residential living environment.

6.4.4 The ground floor flats of the L-shaped block B benefit from a dual aspect onto the courtyard area so their close proximity to the west and south boundaries of the site would not create an unacceptable internal living environment. Whilst the remaining flats and dwellings in block A and B have access to an acceptable level of privacy, outlook and light.

6.5 Parking highways and transport

- 6.5.1 The Highways Officer has raised no objection to the impact on highways safety. They consider that the assessment for this application is solely on the new residential against 4-6 Sir George's Road (believed to be flats) as the impacts of the Southern House development is separate from this application as it has been assessed under a different application. Due to this, the development will generate more trips due to the increase in residential units. However, it is noted that due to Southern House having consent for residential units and with the reduction of parking spaces as part of this application, the level of vehicular trips using the existing access will likely reduce. Therefore the increase in trips is expected to be non-motorised.
- 6.5.2 In terms of the layout of parking, vehicle access, the Highways Officer is satisfied this does not adversely affects highway safety, whilst conditions are recommended to maintain adequate access sightlines adjacent to the bus stop and keep on-site turning areas clear and mark out the parking spaces. The applicant proposes to rely on private refuse collection for block B given the constraints for SCC refuse vehicles to enter the site. It is intended to provide a cycle and refuse storage building with convenient and secure access for residents in the communal garden, whilst there is scope to relocate the bin store closer to the central courtyard. A detailed design of the refuse and cycle storage facilities can be agreed by condition.
- 6.5.3 The site is adjacent to a well connected and highly frequent bus route serving the city centre/Shirley Town Centre and within close walking distance to the Central railway station. Street parking on surrounding roads is mostly controlled by kerbside restrictions through a combination of residential permit scheme (Z1-12&16 – on Sir Georges Road, Park Road, Napier Road Princes Road & Kingston Road) operating between 08:00 to 18:00 Monday to Saturday and 'no waiting' of vehicles. With regards to car ownership in Freemantle, the census data shows that 29.7% of households have no access to a car and only 21.5% have more than one car.
- 6.5.4 The parking impact of the recently converted Southern House should be assessed under its own application and, therefore, not form part of the current application. In accordance with the Parking Standards SPD and the Council's adopted maximum parking standards, the Council can accept off-road parking provision below the maximum standards in this location. In this case, the site is in a high accessibility zone to public transport, so the maximum standards are less. Out of the total 10 off-road spaces proposed for block B, there is a shortfall of 1 space (1 space per 1 bed and 1 space per 2 bed). For block A, there is a shortfall of 2 off-road spaces out of the maximum 6 spaces as the middle unit does not have any spaces due to the terraced nature of the building. With the redundant dropped kerb stopped up on Sir Georges Road, one street parking space will become available (dependent on double yellow lines being lifted). That said, the 200m parking survey (undertaken between 22.00 and 23.30 on Sunday 17th November and Wednesday 20th November 2019 – pre Covid19) does show kerbside capacity for 26 and 20 vehicles in the surrounding streets to absorb the shortfall in demand, and the local parking restrictions and permit controls in place (the future occupants would not be eligible for parking permits) combined with the

sustainable location would further minimise the pressure on street parking available for existing residents and discourage car ownership.

6.5.5 In the S106 agreement, Officers will seek to secure site specific transport contributions towards cycle improvements at Waterloo Road/Shirley Road junction to provide a safer environment for cyclists by introducing green time for cyclists only. Improvements to include 'cycle' green signal lights to the signal junction; wiring, reconfiguration and testing. Also a contribution towards a traffic regulation order and physical works to amend the on street parking bays on Sir Georges Road to reprovide additional kerbside parking. The developer will be required to provide details of stopping up the redundant dropped kerb access on Sir Georges Road and carry out these works prior to occupation.

6.6 Air Quality and the Green Charter

6.6.1 The Core Strategy Strategic Objective S18 seeks to ensure that air quality in the city is improved and Policy CS18 supports environmentally sustainable transport to enhance air quality, requiring new developments to consider impact on air quality through the promotion of sustainable modes of travel. Policy SDP15 of the Local Plan sets out that planning permission will be refused where the effect of the proposal would contribute significantly to the exceedance of the National Air Quality Strategy Standards.

6.6.2 There are 10 Air Quality Management Areas in the city which all exceed the nitrogen dioxide annual mean air quality standard. In 2015, Defra identified Southampton as needing to deliver compliance with EU Ambient Air Quality Directive levels for nitrogen dioxide by 2020, when the country as a whole must comply with the Directive.

6.6.3 The Council has also recently established its approach to deliver compliance with the EU limit and adopted a Green City Charter to improve air quality and drive up environmental standards within the city. The Charter includes a goal of reducing emissions to satisfy World Health Organisation air quality guideline values by ensuring that, by 2025, the city achieves nitrogen dioxide levels of 25µg/m³. The Green Charter requires environmental impacts to be given due consideration in decision making and, where possible, deliver benefits. The priorities of the Charter are to:

- Reduce pollution and waste;
- Minimise the impact of climate change
- Reduce health inequalities and;
- Create a more sustainable approach to economic growth.

6.6.4 The effect of the development on air quality is considered to have a minimal impact given the small to medium scale of the residential development which is built on previously developed land. Although it is not possible to directly deliver benefits towards improving air quality, the environmental impact would be partly mitigated by requiring sustainable construction with energy and water efficiency improvements and the creation of additional private green space, and therefore will not conflict with the requirements of the Green Charter in this instance.

6.7 Mitigation of direct local impacts

- 6.7.1 Policy CS15 sets out that ‘the proportion of affordable housing to be provided by a particular site will take into account the costs relating to the development; in particular the financial viability of developing the site (using an approved viability model).’ The application is accompanied by a viability assessment which sets out that the development would not be viable and able to commence should the usual package of financial contributions and affordable housing be sought. In particular, the assessment sets out that the development would not be able to meet the requirement to provide Affordable Housing on the site. The viability appraisal has been assessed and verified by an independent adviser to the Council; in this case the District Valuation Service (DVS). A copy of their report is appended to this report at **Appendix 3**.
- 6.7.2 The DVS report concludes that a 100% private scheme incorporating a site value of £337,000 with CIL and S106 contributions totalling £98,530 and £28,991 is not viable and cannot provide any contribution towards affordable housing. The appraisal shows a deficit figure of -£81,000 following a developer profit of 17.5% of Gross Development Value. This would result in a reduced profit of 14.5% which is not viable but is deliverable with no affordable housing. If the 3 affordable units were included, DVS considers that the deficit would amount to -£168,936 with a developer profit of 10%. This would make the development unviable and not deliverable under the RICS standard viability framework. As such, the developers 14.5% profit margin is already below the accepted 15% level of viability that rewards the kind of financial risk with this scale house building, so acknowledging the significant material weight of the RICS standards it would not be reasonable for the Council to request any affordable housing to be secured with the development.
- 6.7.3 The benefits of redeveloping the site in this manner and the need to comply with the policy constraints outweigh the requirement for affordable housing in this case in accordance with the objectives of policy CS15. The Panel may attach greater weight to the need for affordable housing in this part of the City but in doing so – and thereby rejecting this application – the Council would then need to defend an appeal where an independent Inspector is likely to attach significant weight to the DVS report (also independent).

6.8 Likely effect on designated habitats

- 6.8.1 The proposed development, as a residential scheme, has been screened (where mitigation measures must now be disregarded) as likely to have a significant effect upon European designated sites due to an increase in recreational disturbance along the coast and in the New Forest. Accordingly, a Habitat Regulations Assessment (HRA) has been undertaken, in accordance with requirements under Regulation 63 of the Conservation of Habitats and Species Regulations 2017, see **Appendix 1**. The HRA concludes that, provided the specified mitigation of a Solent Recreation Mitigation Strategy (SRMP) contribution and a minimum of 5% of any CIL taken directed specifically towards Suitably Accessible Green Space (SANGS), the development will not adversely affect the integrity of the European designated sites.

7. Summary

- 7.1 In summary, the proposed scheme has been designed in such a way to make effective use of the under-used vacant land to deliver a good mix and quality of housing including family homes, whilst the arrangement of the development is carefully designed to maintain the residential amenity of the neighbouring occupiers bordering on all sides within the backland part of the site. The scale and layout of blocks A and B respond well to the built form and pattern of development within their respective parts of the Shirley Road and Sir Georges Road. The development is considered to maintain an acceptable level of highways safety for the local road network and the scheme is, therefore, recommended favourably.

8. Conclusion

- 8.1 It is recommended that planning permission be granted subject to a Section 106 agreement and 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) (c) (d) (f) 4.(f) (g) (vv) 6. (a) (b) 7. (a)

SB for 24/11/2020 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. 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.

04. 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.

05. Land Contamination investigation and remediation (Pre-Commencement & Occupation)

Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), a scheme to deal with the risks associated with contamination of the site shall be submitted to and approved by the Local Planning Authority. That scheme shall include all of the following phases, unless identified as unnecessary by the preceding phase and approved in writing by the Local Planning Authority:

1. A desk top study including;
 - historical and current sources of land contamination
 - results of a walk-over survey identifying any evidence of land contamination
 - identification of the potential contaminants associated with the above
 - an initial conceptual site model of the site indicating sources, pathways and receptors
 - a qualitative assessment of the likely risks
 - any requirements for exploratory investigations.
2. A report of the findings of an exploratory site investigation, characterising the site and allowing for potential risks (as identified in phase 1) to be assessed.
3. A scheme of remediation detailing the remedial actions to be taken and how they will be implemented.

On completion of the works set out in (3) a verification report shall be submitted to the Local Planning Authority confirming the remediation actions that have been undertaken in accordance with the approved scene of remediation and setting out any measures for maintenance, further monitoring, reporting and arrangements for contingency action. The verification report shall be approved by the Local Planning Authority prior to the occupation or operational use of any stage of the development. Any changes to these agreed elements require the express consent of the local planning authority.

Reason: To ensure land contamination risks associated with the site are appropriately investigated and assessed with respect to human health and the wider environment and where required remediation of the site is to an appropriate standard.

06. Use of uncontaminated soils and fill (Performance)

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.

07. Landscaping, lighting & means of enclosure detailed plan (Pre-Commencement)

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

- i. proposed finished ground levels or contours; means of enclosure; hard surfacing materials; external lighting;
- 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. This shall include native and/or ornamental species of recognised value for wildlife;

- iii. detailed specification of the green roof areas to be provided on the cycle/bin store and first floor terraces biodiverse mix is used, to include wildflowers as well as sedum to provide greater benefits for wildlife;
- iv. details of any proposed boundary treatment, including retaining walls. No front boundary is to exceed the height of 600mm in order to secure pedestrian and vehicular sightlines and;
- v. a landscape management scheme.

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.

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

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

08. Archaeological watching brief with provision for excavation 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.

09. Archaeological watching brief with provision for excavation 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.

10. Protection of nesting birds (Performance)

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

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

11. Ecological Mitigation Statement (Pre-Commencement)

Prior to development commencing, including site clearance, the developer shall submit a programme of habitat and species mitigation and enhancement measures, including swift nesting bricks and bat boxes which unless otherwise agreed in writing by the Local Planning Authority shall be implemented in accordance with the programme before any demolition work or site clearance takes place.

Reason: To safeguard protected species under the Wildlife and Countryside Act 1981 (as amended) in the interests of preserving and enhancing biodiversity.

12. Sustainable Drainage (Pre-Commencement Condition).

No building hereby permitted shall be occupied until surface water drainage works have been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority. Before these details are submitted an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles set out in the non-statutory technical standards for SuDS published by Defra (or any subsequent version), and the results of the assessment provided to the local planning authority. Where a sustainable drainage scheme is to be provided, the submitted details shall:

- i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. include a timetable for its implementation; and
- iii. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

Reason: To seek suitable information on Sustainable urban Drainage Systems as required by Government policy and Policy CS20 of the Southampton Core Strategy (Amended 2015).

13. 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).

14. 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).

15. Public Sewer protection (Pre-commencement)

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

Reason: In order to safeguard the public sewer.

16. Residential - Permitted Development Restriction (Performance Condition)

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any Order amending, revoking or re-enacting that Order, no building or structures within Schedule 2, Part 1, Classes as listed below shall be erected or carried out to any dwelling house hereby permitted without the prior written consent of the Local Planning Authority

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

Class B (roof alteration),

Class C (other alteration to the roof),

Class D (porch),

Class F (hard surface area)

Reason: To protect residential amenity and visual amenities of the area.

17. Parking (Pre-Occupation)

The parking and access shall be provided in accordance with the plans hereby approved before the development first comes into occupation and thereafter retained as approved for the benefit of residents and their visitors only. This shall include the allocation of 7 parking spaces for block B to the 2 bedroom flats hereby approved and the marking out of the parking spaces for block B. The turning areas within the parking area of block B shall be kept clear at all times.

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

18. Euro Bin Storage Block B (Pre-Occupation)

Prior to the occupation of block B hereby approved, details of storage for refuse and recycling, together with the access to it and a private collection management plan, shall be submitted to and approved in writing by the Local Planning Authority. In particular, the specification of the refuse storage shall include:-

- i) The bin store shall be constructed of masonry under a suitable weatherproof roof, with adequate ventilation. The collection doors are to be of sturdy construction and hinged to open outwards with a minimum opening of 1.4m wide, to have level access avoiding thresholds, and a lock system operated by a coded key pad. It must be possible to secure the doors open whilst moving the bins.
- ii) Internal lighting to operate when doors are open, and a tap and wash down gulley to be provided, with suitable falls to the floor.
- iii) Internal doors/walls/pipework/tap/conduits to be suitably protected to avoid damage cause by bin movements.
- iv) The access path to the bin store shall be constructed to footpath standards and to be a minimum width of 1.5m.
- v) The gradient of the access path to the bin store shall not exceed 1:12 unless suitable anti-slip surfacing is used, and still shall not exceed 1:10.
- vi) A single dropped kerb to the adjacent highway will be required to access the refuse vehicle with the Euro bin.

The storage shall be provided in accordance with the agreed details before block B is first occupied and thereafter retained as approved. Unless otherwise agreed by the Local Planning Authority, except for collection days only, no refuse shall be stored outside the approved store.

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.

19. Refuse & Recycling Block A (Pre-Occupation)

Prior to the occupation of block A hereby approved, details of storage for refuse and recycling, together with the access to it, shall be submitted to and approved in writing by the Local Planning Authority. The storage shall be provided in accordance with the agreed details before block A is first occupied and thereafter retained as approved. Unless otherwise agreed by the Local Planning Authority, except for collection days only, no refuse shall be stored to the front of the development hereby approved.

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

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.

20. Refuse & Recycling Southern House (Pre-Commencement)

Prior to the commencement of block B hereby approved, details of storage for refuse and recycling to serve the residents of Southern House, together with the access to it; hardstanding; and brick wall screen, shall be submitted to and approved in writing by the Local Planning Authority. The storage shall be provided in accordance with the agreed details before the construction works for block B first commences and thereafter retained as approved. Unless otherwise agreed by the Local Planning Authority, except for collection days only, no refuse shall be stored to the front of the development hereby approved.

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

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.

21. Cycle storage facilities (Pre-Occupation Condition)

Before the development hereby approved first comes into occupation, secure and covered storage for bicycles for block A and B shall be provided in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. This shall include details of the provision of internal horizontal stands to secure each cycle, entrance locking system for residents, and specification of internal and external lighting to be fitted. The storage shall be thereafter retained as approved.

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

22. Obscure Glazing Block A (Performance Condition)

All windows in the side elevations, located at first floor level and above of the hereby approved development, shall be obscurely glazed and fixed shut up to a height of 1.7 metres from the internal floor level before the development is first occupied. The windows shall be thereafter retained in this manner.

Reason: To protect the amenity and privacy of the adjoining property.

23. Obscure Glazing Block B (Performance Condition)

The schedule of windows below of the hereby approved development relating to block B, shall be obscurely glazed and fixed shut up to a height of 1.7 metres from the internal floor level before the development is first occupied. This shall include the installation of the juliet balconies on the north elevation serving units 8 and 11. The windows shall be thereafter retained in this manner.

Schedule:-

- i) east elevation - units 6 & 9; bathroom and bed 2 units 8 & 11
- ii) south elevation - rooflights unit 9
- iii) west elevation - first and second floor

Reason: To protect the amenity and privacy of the adjoining property.

24. Balcony screens (Performance Condition)

Prior to the first occupation of block B hereby approved, details of the balcony screening system and its fitting serving units 7 and 10 shall be submitted to and agreed in writing with the Local Planning Authority. The balcony screens approved shall thereafter be provided before the development is first occupied and retained in this manner.

Reason: To protect the amenity and privacy of the adjoining property.

25. Amenity Space Access (Pre-Occupation)

Before the respective dwellings and flats of block A and block B hereby approved first comes into occupation, the external amenity space and pedestrian access to it, shall be made available for use in accordance with the plans hereby approved. This shall include access for the central unit of block A to the courtyard area of block B. The amenity space and access to it shall be thereafter retained for the use of the dwellings.

Reason: To ensure the provision of adequate amenity space in association with the approved dwellings and adequate access for cycle parking for occupants of block A.

26. Provision of family units (Performance)

In accordance with the agent's email received by the Local Planning Authority on 12th November 2020, the three family dwellings in block A shall be substantially completed prior to the occupation of the units in block B. These dwellings will be maintained with accommodation that can provide a minimum of 3 bedrooms

Reason: In the interests of securing the objectives of policy CS16 to provide 3 bedroom family housing to improve opportunities for families to achieve home ownership and meet a specific housing need.

27. 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.

