

## Appendix 2

**Application 09/01377/OUT**  
**468-480 Portswood Road**  
**Planning Policy**

**Relevant**

**Core Strategy for City of Southampton Local Development Framework**  
**(January 2010)**

CS3	Local centres
CS4	Housing delivery
CS5	Housing density
CS13	Fundamentals of design
CS14	Historic Environment
CS16	Housing type and mix (and related paragraphs 4.7.10 and 5.2.14)
CS18	Transport: reduce – manage – invest
CS19	Car and cycle parking
CS20	Tackling and adapting to climate change
CS25	Delivery of infrastructure and developer contributions

**Saved City of Southampton Local Plan Review Policies (March 2006)**

SDP1	General Principles
SDP2	Integrating transport and Development
SDP3	Travel Demands
SDP4	Development Access
SDP5	Parking
SDP6	Urban Design Principles
SDP7	Context
SDP8	Urban form and public space
SDP9	Scale, Massing and Appearance
SDP10	Safety and Security
SDP11	Accessibility and Movement
SDP12	Landscape and biodiversity
SDP13	Resource conservation
SDP14	Renewable Energy
SDP15	Air quality
SDP16	Noise
SDP17	Lighting
SDP19	Aerodrome safeguarding
SDP20	Flood Risk
SDP21	Water Quality and Drainage
SDP22	Contaminated land
HE6	Archaeological remains
CLT5	Open space in new residential developments
H1	Housing supply
H2	Previously developed land
H3	Special housing need
H7	The residential environment
H8	Housing density
H9	Affordable housing
H12	Housing type and design

H13            New student accommodation  
REI 1           Out of centre retail development  
REI 8           Shopfronts

Saved policies of the Hampshire County Structure Plan Review (27.9. 2007)

T5 - Transportation requirements in relation to development

South East Plan (Regional Spatial Strategy)(2009)

SP1 – Growth and regeneration in sub-regions  
SP2 – Support for development which increases use of public transport, walking and cycling in the regional hubs  
SP3 – Urban focus and urban renaissance  
CC1 – Sustainable development  
CC2- Climate change  
CC3 – Resource use  
CC4 – Sustainable design and construction  
CC6 – Sustainable communities and character of the environment  
CC7 – Infrastructure and implementation  
H1 – Housing provision  
H4 – Type and size of new housing  
H5 – Housing design and density  
T1 – Manage and invest  
T2 – Mobility management  
T4 -Parking  
NRM1 – Sustainable water resources and groundwater quality  
NRM2 – Water quality  
NRM4 – Sustainable flood risk management  
NRM5 – Conservation and improvement of biodiversity  
NRM10 – Noise  
NRM11 – Development design for energy efficient and renewable energy  
NRM12 – Combined heat and power  
W1 – Waste reduction  
W8 – Waste separation  
M1 – Sustainable construction  
BE1 – Management for an urban renaissance  
BE2 – Suburban intensification  
BE6 – Management of the historic environment  
SH1 – Core policy for regeneration of South Hampshire  
SH5 – Scale and location of new housing development  
SH8 – Environmental sustainability

Other guidance

PPS1            Delivering sustainable development  
PPS3            Housing  
PPS4            Planning for sustainable economic growth  
PPG13          Transport  
PPG17          Planning for Open Space, Sport and Recreation  
PPS23          Planning and pollution control

## **PPG24 Planning and Noise:-**

Paragraph 12

Noise-sensitive development

**12. Local planning authorities should consider carefully in each case whether proposals for**

**new noise-sensitive development would be incompatible with existing activities. Such**

**development should not normally be permitted in areas which are - or are expected to become -subject to unacceptably high levels of noise.** When

determining planning applications for development which will be exposed to an existing noise source, local planning authorities should consider both the likely level of noise exposure at the time of the application and any increase that may reasonably be expected in the foreseeable future, for example at an airport. Annex 3 gives guidance on the assessment of noise from different sources. Authorities will also wish to bear in mind that, while there will be sites where noise is significantly lower at night than during the day, other sites may be subjected to night-time noise, for example from traffic, at a level which is little below the daytime level. These sites warrant particular protection: noise-sensitive development should not normally be permitted where high levels of noise will continue throughout the night, especially during the hours when people are normally sleeping (23.00 to 07.00).

### **Annex 1**

**3. The NEC noise levels should not be used for assessing the impact of industrial noise on proposed residential development because the nature of this type of noise, and local circumstances, may necessitate individual assessment and because there is insufficient information on people's response to industrial noise to allow detailed guidance to be given. However, at a mixed noise site where industrial noise is present but not dominant, its contribution should be included in the noise level used to establish the appropriate NEC.**

**4. The NEC procedure is only applicable where consideration is being given to introducing residential development into an area with an existing noise source, rather than the reverse situation where new noise sources are to be introduced into an existing residential area. This is because the planning system can be used to impose conditions to protect incoming residential development from an existing noise source but, in general, developers are under no statutory obligation to offer noise protection measures to existing dwellings which will be affected by a proposed new noise source. Moreover, there would be no obligation on individuals with an interest in each dwelling affected to take up such an offer, and therefore no guarantee that all necessary noise protection measures would be put in place.**

DCLG Circular 5/2005 – Planning Obligations

SPG on Planning Obligations (as adjusted November 2006 and currently undergoing review, to be adopted after public consultation as a Supplementary Planning Document)

Economic Development Strategy  
City of Southampton Local Transport Plan 2006 – 2016  
Residential Design Guide