

77-79 HIGH STREET COSHAM PORTSMOUTH PO6 3AZ

CONSTRUCTION OF TWO SEPARATE 2-STOREY ROOF EXTENSIONS ABOVE EXISTING BUILDING WITH CONNECTING WALKWAYS AND COMMUNAL ROOF TERRACES TO FORM 8 DWELLINGS; ALTERATIONS AT GROUND FLOOR TO CREATE NEW ENTRANCE FRONTING DORKING CRESCENT AND ASSOCIATED REFUSE STORAGE FACILITIES.

[HTTPS://PUBLICACCESS.PORTSMOUTH.GOV.UK/ONLINE-APPLICATIONS/APPLICATIONDETAILS.DO?ACTIVETAB=DOCUMENTS&KEYVAL=R3PDI-TMOGFV00](https://publicaccess.portsmouth.gov.uk/online-applications/applicationdetails.do?activetab=documents&keyval=R3PDI-TMOGFV00)

Application Submitted By:

PDP Architecture LLP
FAO Miss Ida Rorvik

On behalf of:

Mr Mark Smith
Kestrel Court Ltd

RDD: 6th December 2021

LDD: 1st February 2022

1.0 SUMMARY OF MAIN ISSUES

1.1 The application has been brought to the Planning Committee for determination at the request of Councillor Lee Mason and due to the number of objections (7) received.

1.2 The main issues for consideration are:

- The principle of the development;
- Design;
- Impact on residential amenity;
- Standard of Accommodation;
- Highway Impacts;
- Waste;
- SPA Mitigations;
- Sustainable design and construction;
- Other Issues

2.0 SITE, PROPOSAL AND RELEVANT PLANNING HISTORY

2.1 Site and Surroundings

2.2 The application site comprises a single storey mixed use commercial and residential building. The building, which is orientated west to east, includes three commercial units that front onto the High Street. It is noted the rear half of the building, which fronts onto Dorking Crescent, has an extant Prior-Approval for conversion from a rear store into two flats (1 one bedroom and 1 two bedroom) under 21/00017/PACOU. The three commercial units all fall within Class E. The existing building is a simple flat roofed structure, primarily constructed of red brick with shop fronts along the High Street (west elevation).

2.3 The application site is located within the Cosham District Centre as defined by Policy PCS8 of the Portsmouth Plan. There is a mixture of single storey, two storey, two and a half storey and three storey buildings within the area. Primarily those along the High Street, feature commercial uses at ground floor level with residential units and first floor

and above. Those properties along Dorking Crescent are residential and include flatted blocks and houses, of two, three and four storeys. A short terrace of four houses lie opposite the site, as does a recently constructed part two-part three storey care home.

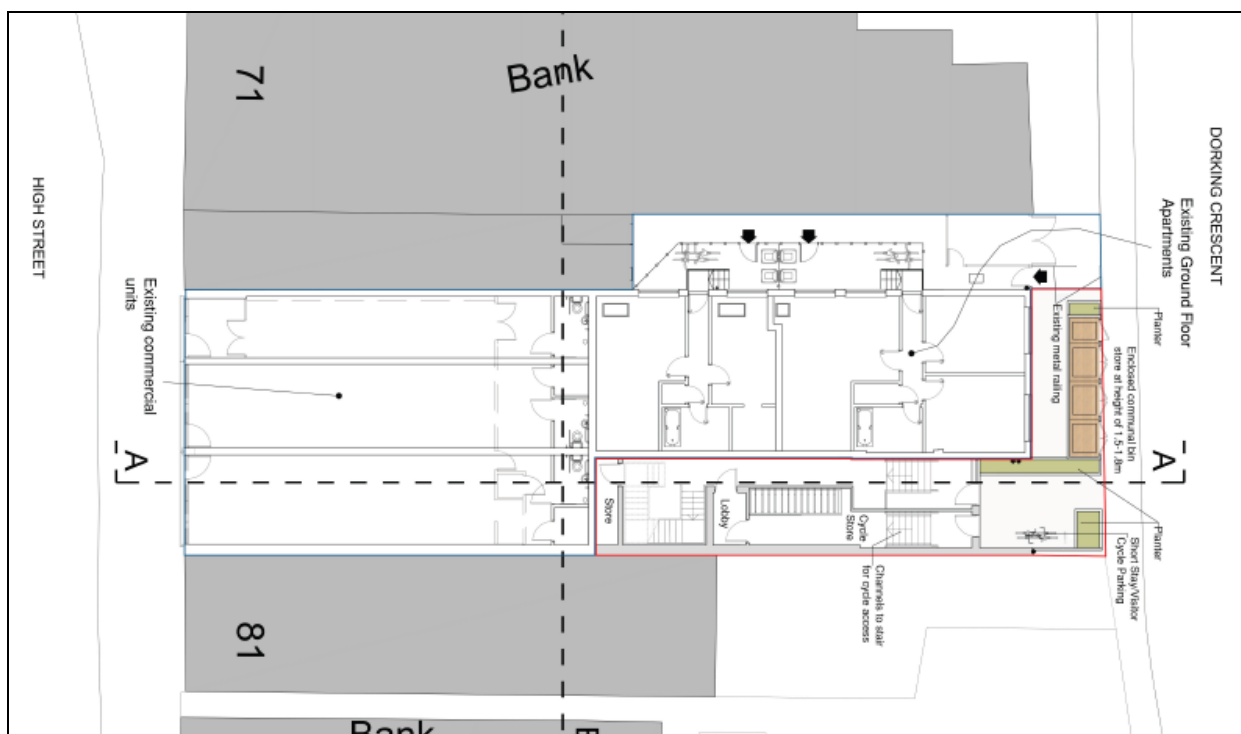
2.4 Proposal

2.5 Planning permission is sought for the construction of two separate 2-storey roof extensions above existing building with connecting walkways and communal roof terraces to form 8 dwellings; alterations at ground floor to create new entrance fronting Dorking Crescent and associated refuse storage facilities.

2.6 The units proposed would comprise 4 one-bedroom flats and 4 two-bedroom flats.

2.7 The additional built form would result in a three-storey building, with two main elements set to either end (west and east) of the building, connected by communal and private roof terraces and walkway at first floor. The proposal would be flat roofed and finished in red brick for the majority of the extension, with grey brick work to the western elevation fronting the High Street. The extension would follow the existing footprint of the building and include a new entrance along Dorking Crescent. The proposal would include internal cycle storage within the ground floor of the main building and bin storage along the eastern boundary of the site, as well as metal fencing along Dorking Crescent. The ground floor retail units would remain as per existing, and the Applicant intends to implement the two flats approved under 21/00017/PACOU as well as the development now proposed.

2.8 The images below show the Proposed Site and Ground Floor Plan and the north, east and west elevations/street scenes:





Proposed West Elevation



Proposed South Elevation



Proposed East Elevation

Proposed Site Plan with orientation line

Existing/Retain existing



Proposed North Elevation

2.9 Planning History

2.10 The site's most relevant planning history is listed below:

- 21/00017/PACOU - Application for prior approval relating to the change of use of part conversion to rear of existing retail unit (Class A1) into 2 dwellings (Class C3) 1no. 1 bed 2 person dwelling and 1no. 2 bed 4 person with associated works to include alterations to windows, access steps to new entrance door and 1.6m high fencing boundary treatments with provision of refuse, recycling and cycle storage. Prior approval required and granted. June 2021.
- 20/01518/FUL - Proposed shopfront alterations to facilitate subdivision of retail unit. Conditional Permission May 2021
- 21/00003/PACOU - Application for prior approval (Class M) for the change of use of part of ground floor from retail to 1 one bedroom flat and 1 two bedroom flat. Associated external works to include new access steps, doors, windows, boundary fence and cycle and refuse storage. Prior approval required and refused. March 2021
- A*25673 - The rebuilding of an existing retail shop with ancillary storage accommodation. Conditional Permission March 1965
- A*25673/A - The erection of a new shopfront. Permission November 1965

3.0 **POLICY CONTEXT**

3.1 In addition to the aims and objectives of the National Planning Policy Framework (2021), the relevant policies within the relevant policies within the Portsmouth Plan (Jan 2012) would include:

- PCS8 - District centres
- PCS10 - Housing Delivery
- PCS13 - Greener Portsmouth
- PCS15 - Sustainable Design & Construction
- PCS17 - Transport
- PCS21 - Housing Density
- PCS23 - Design & Conservation

3.2 In addition to the above development plan policies the Solent Recreation Mitigation Strategy (2017) and Interim Nutrient Neutral Mitigation Strategy (June 2022), Housing Standards SPD (January 2013), the Parking Standards & transportation SPD (July 2014) are also material to the determination of the application.

4.0 **CONSULTATIONS**

4.1 Environmental Health

4.2 No objection subject to a condition for details of the sound insulation of the proposed units.

4.3 Contaminated Land Team

4.4 No objection subject to an informative

4.5 Ecology

4.6 No objection subject to a condition requiring that a minimum of 8no. integrated swift boxes are installed and a suggested informative relating to birds' nests is included. If you

deem appropriate, I request that a low maintenance green roof (sedum roof) is installed on the proposed bin stores.

4.7 Highways

4.8 The Highway Authority have identified deficiencies in the submitted Parking Survey however notwithstanding those deficiencies, they believe that the application would not cause an unacceptable impact to highway safety or a severe cumulative impact and therefore an objection could not be sustained at appeal. However you may wish to consider the residential amenity impact.

5.0 REPRESENTATIONS

5.1 Twelve representations have been received towards the proposed scheme, 6 of which offer comments of objection, 6 of which offer support. The reason for objections were:

- a) Loss of light and overshadowing towards Magdala Road;
- b) Loss of privacy towards Magdala Road and Dorking Crescent;
- c) Loss of property value;
- d) Inadequate parking and increase in traffic - concerns about developers parking availability claim within Traffic Statement;
- e) Increase noise and disturbance;
- f) Overdevelopment of the site;
- g) Impact of local services;
- h) Out of keeping with the character of the High Street;
- i) Amount of building work within the area;
- j) Waste caused by construction;
- k) Increase in height is unacceptable;
- l) Increase sense of enclosure to Dorking Crescent;
- m) Oppressive building design;
- n) Lack of Housing mix in opposition to PCS19;
- o) Internal cycle parking access;
- p) Courtyard would achieve no sun;
- q) Fails to meet PCS15 - Sustainable Design & Construction; and
- r) The support comments are not from the local area.

5.2 The support comments received are be summarised below:

- a) Bring more people to the High Street;
- b) Good use of existing building;
- c) Good convenient location for local transport;
- d) Units appear to be of a good standard of accommodation;
- e) Design appears to fit in well with surrounding area; and
- f) Provide needed accommodation.

6.0 COMMENT

6.1 The main issues for consideration are:

- The principle of the development;
- Design;
- Impact on residential amenity;
- Standard of Accommodation;
- Highway Impacts;
- Waste;
- SPA Mitigations;
- Sustainable design and construction;
- Other Issues

6.2 Principle of the development

6.3 Policy PCS10 of the Local Plan states that the City Council will plan for an additional 7,117 - 8,387 homes between 2010 - 2027 that will be provided in designated areas and through conversions and redevelopment of previously developed land. Furthermore, paragraphs 5.31 and 5.34 of the Local Plan highlight the need to make the most effective use of land which is consistent with the objectives of Section 11 of the NPPF that highlights the importance of using land effectively to provide the homes and other identified needs that communities need. On this basis the proposal is entirely acceptable in principle

6.4 Another consideration for the determination of this application is the fact that Authority does not have a 5-year housing land supply (it has 3.8 years), and the proposed development would contribute towards meeting market. The proposed development has been assessed on this basis and is deemed to be acceptable in principle. The scheme would retain the existing commercial units and frontage along the High Street in accordance with Policy PCS8. The site is located within a sustainable location with a very good access to jobs, shops, services and public transport. However, the specific impacts of the proposal must still be considered as to whether the development is appropriate in detail and whether visual harm and/or harm to neighbouring amenity would occur. The detailed assessment is set out below.

6.5 Design

6.6 Section 12 of the National Planning Policy Framework (NPPF) places an emphasis on achieving high quality sustainable development. Paragraph 126 of the NPPF states that the creation of high quality, beautiful and sustainable buildings and places are fundamental to what the planning and development process should achieve. Paragraph 130 sets out that developments should ensure that they function well and add to the overall quality of an area; be visually attractive; be sympathetic to local character and history; establish or maintain a strong sense of place and should optimise the potential of a site to accommodate and sustain an appropriate mix of development.

6.7 In addition, Policy PCS23 of the Portsmouth Core Strategy (2012) states, inter alia, that new development must be well designed and, in particular, respect the character of the city. A range of guiding principles include the need for excellent architecture, public and private spaces, the need to relate well to the city's heritage and to be of an appropriate scale, density, layout, appearance, and materials in relation to the particular context.

6.8 The overall height of the building is considered to be acceptable within the overall urban grain of the High Street. While the prevailing character is two-storey buildings there are example of three storey buildings within the area. The additional height is not considered to be obtrusive given the size of the plot and the heights of the neighbouring properties. The proposal would maintain a simple, contemporary flat roofed design, which in the commercial context of the High Street is considered to be appropriate. The rear of the site would include a main entrance and landscaping, which would improve the general appearance of the street. While it does serve the back of commercial units, it is an established road with existing residential properties on it. As such improving the rear aspect would help the eastern end of the site, feel less like the back of shops and more like a traditional road.

6.9 The use of red and grey brick is considered to be acceptable given the existing building and surrounding material palette. It is considered as this is an extension to the existing building (middle and rear of site), the new brickwork will need to be a good match for the existing building and in order to ensure this a condition will be attached for brick samples to be submitted and approved.

- 6.10 Details of the windows have been provided which show an appropriate recess in order to avoid the building appearing overly flat and brick detailing is proposed in order to break up the overall massing of the structure.
- 6.11 Subject to the conditions set out below regarding materials it is considered that the scheme will ensure the development represents a high-quality sustainable form of development that accords with the objectives of Policy PCS23 of the 2012 Local Plan and the NPPF.
- 6.12 Impact on residential amenity
- 6.13 Policy PCS23 of the Portsmouth Plan requires new development to protect the amenity of neighbouring residents.
- 6.14 The properties to the immediate north and south of the site (Nos.71-75 High Street and No.81 High Street) are within commercial use and therefore the proposal would have no impact on residential amenity. There are residential properties further to the north of the site within residential use along Magdala Road (Nos.2-12). The closest of these dwellings is located 20m away from the site. These properties already face onto the side of No.71 High Street which stands at 8.5m in height. It is therefore considered that given the existing built form that the proposed development would not have any significant impact upon the amenity of these residential occupiers.
- 6.15 The properties to the east of the site (Nos 1-5 Dorking Crescent) are two-storey residential properties. They are set away from the existing building by 18m. The proposal would result in additional first and second floor windows overlooking the front of these properties as well as the additional height (two extra storeys constructed). This is considered to be a standard relationship between residential windows within the urban area. It is therefore not considered that the proposal would result in any unreasonable effect.
- 6.16 The properties to the west of the site (No.48a-g High Street) are a mixture of two and three storey buildings, with commercial uses at ground floor and residential above. They are set away from the existing building by 21m. As stated above, this a standard relationship for the area and it is not considered that the increase in height of the building or additional windows would unduly impact their amenity.
- 6.17 The applicants have provided a sun study of both the existing and proposed site, which shows that difference in shadowing caused by the development to the nearby residential neighbours would be negligible and certainly not result in a harm towards their amenity.
- 6.18 Standard of Accommodation
- 6.19 Policy PCS19 of the Portsmouth Plan states that all new development and housing conversions should be of a reasonable size appropriate to the number of people the dwelling is designed to accommodate. This policy, along with the Nationally Described Space Standards (NDSS), seeks to ensure that each new dwelling meets these requirements.
- 6.20 Each of the apartment would exceed the Space Standards. Each of the occupants would have a good standard of amenity and benefit from an acceptable level of light and outlook.
- 6.21 Regarding outdoor space, the scheme proposes some individual balconies for three of the first-floor flats. The rest of the units rely on the shared terrace at first floor level. While the level of sun to this area would be limited at times, especially in the winter, it would still benefit from daylight year-round. Knowsley Road Park is just 180m away to the east, while King George Playing Field and Cosham Park are nearby also. Given the town

centre location of the site, the standard of accommodation for the flats is on balance considered to be acceptable and accord with Policy PCS23 of the Portsmouth Plan.

6.22 Highway Impacts

6.23 Policy PCS17 ensures, inter alia, that the City Council and partners will reduce the need to travel and provide sustainable modes and promote walking and cycling.

6.24 The Local Highways Authority (LHA) has noted deficiencies in the Applicant's parking survey. First, the survey appears to consider areas more than 200m walking distance from the site, while the LHA notes that 200m is the expected maximum walking distance. Secondly, the survey counts parking spaces that are subject to limited waiting restrictions, which are not practical options for overnight residential parking.

With regard to the 200m distance, the 'Lambeth Methodology' states: "*People searching for a parking space are unlikely to stop halfway along a road at an imaginary 200m line so the survey should be extended to the next junction or shortened to the previous one, or taken to a suitable location along a road*". The Lambeth Methodology notes that common sense should be applied in all cases and the extent of the survey area and justification for any amendments should be included in the survey. It is considered reasonable to include the eastern end of Dorking Crescent as potential areas for residential parking derived from this development proposal.

6.25 The spaces identified originally by the Applicant do include some pay and display spaces, and others that are time-restricted. However, truly unrestricted and free on-street parking spaces were surveyed, with 26 found on Dorking Crescent. These would accommodate parking demand generated by this development proposal.

6.26 The LHA considers that the application would not cause an unacceptable impact to highway safety or a severe cumulative impact and therefore an objection could not in their view be sustained at appeal.

6.27 The site is in a sustainable location in close proximity to shops, services, employment and public transport. Therefore, it is the case that a future occupier of the development could live at the locality without the need for a private car. While there are issues with the submitted parking survey, it is considered that the provision of additional residential accommodation within such a sustainable location is acceptable.

6.28 The proposal would provide a suitable level of cycle parking located within the main body of the building. This provision meets the Policy requirement and is therefore acceptable and will be conditioned to ensure its retention.

6.29 Waste

6.30 The application proposes the provision of communal bin storage to the front of the site along Dorking Crescent. Bin storage provision is considered acceptable and would be secured by condition.

6.31 The Ecologist did suggest a condition for a Sedum roof atop the bin storage, it was not considered to be suitable in this instance, however additional planting has been proposed to the frontage to meet the requirement for biodiversity.

6.32 SPA Mitigations

6.33 The Conservation of Habitats and Species Regulations 2017 [as amended] and the Wildlife and Countryside Act 1981 place duties on the Council to ensure that the proposed development would not have a significant effect on the interest features for which Portsmouth Harbour is designated as a Special Protection Area, or otherwise affect protected habitats or species. The Portsmouth Plan's Greener Portsmouth Policy

(PCS13) sets out how the Council will ensure that the European designated nature conservation sites along the Solent coast will continue to be protected.

- 6.34 There are two potential impacts resulting from the accommodation proposed as part of this development. The first being potential recreational disturbance around the shorelines of the harbours, and the second being from increased levels of nitrogen and phosphorus entering the Solent water environment.
- 6.35 Officers have submitted an Appropriate Assessment, dated 13th December 2022, to Natural England who have yet to respond at the time of publication, if a response is received prior to the meeting, Members will be updated, and any legal agreement will not be completed until confirmation has been received. It is assumed that no objection will be raised to the proposal subject to the necessary mitigation being secured. The mitigation contribution for the recreation disturbance is £2,252 whilst a total of £18,525 is required to ensure nitrate neutrality based on 7.41kg TN/yr.
- 6.36 The recommendation is for the Committee to recommend the granting of permission subject to the completion of a legal Agreement to secure the mitigation payment for both the recreational bird disturbance and nitrate neutrality.
- 6.37 In terms of the biodiversity value of the site itself, the City Council's Ecology Officer has requested that 8 swift bricks are incorporated into the building. The plans have been amended since the original consultation to include this and this will be conditioned to ensure sufficient biodiversity is achieved on site.
- 6.38 Sustainable design and construction
- 6.39 Policy PCS15 of the Portsmouth Plan requires new development to be designed to be energy efficient and originally required development to meet specific requirements under the Code for Sustainable Homes.
- 6.40 The Ministerial Statement of 25th March 2015 set out that Local Planning Authorities should no longer require compliance with specific levels of the Code for Sustainable Homes (the Code) or to require a certain proportion of the Dwelling Emission Rate (DER) to be offset through Low or Zero Carbon (LZC) Energy. Policy PCS15 has required both of these in all new dwellings since its adoption in 2012. However, the Statement does set out that a standard of energy and water efficiency above building regulations can still be required from new development in a way that is consistent with the Government's proposed approach to zero carbon homes. As such, the standards of energy and water efficiency that will be required from new residential development are as follows:
- Energy efficiency - a 19% improvement in the DER over the Target Emission Rate as defined in Part L1A of the 2013 Building Regulations
 - Water efficiency - 110 litres per person per day (this includes a 5 litre allowance for external water use).
- 6.41 Although the applicant would have been expected to submit a pre-assessment estimator, this shortcoming could be resolved by the imposition of a suitably worded condition.
- 6.42 CIL
- 6.43 Portsmouth City Council introduced its Community Infrastructure Levy (CIL) charging schedule in April 2012 with a basic CIL rate of £105/sqm. The CIL regulations require indexation to be applied to this rate annually using the RICS CIL Index and the 2023 basic rate is £167.15/sqm. Most new development which creates over 99sqm of gross internal area or creates a new dwelling is potentially liable for the levy. However, exclusions, exemptions and reliefs from the levy may be available.

6.44 The proposal would result in the creation of 8 new dwellings totalling 620sqm of GIA floorspace. If existing building discount can be applied to the 44sqm of existing GIA floorspace, the likely CIL chargeable amount will be £96,279.82. A CIL Form 1 was submitted with the application and the estimate is based on the figures provided which have been checked by measuring the latest proposed floor plans.

6.45 Human Rights

6.46 The Council is required by the Human Rights Act 1998 to act in a way that is compatible with the European Convention on Human Rights. Virtually all planning applications engage the right to the enjoyment of property and the right to a fair hearing. Indeed, many applications engage the right to respect for private and family life where residential property is affected. Other convention rights may also be engaged. It is important to note that many convention rights are qualified rights, meaning that they are not absolute rights and must be balanced against competing interests as permitted by law. This report seeks such a balance.

6.47 Equality Act

6.48 Under section 149 of the Equality Act 2010, the Council must have due regard to the need to eliminate discrimination, harassment, or victimisation of persons by reason of their protected characteristics. Further the Council must advance equality of opportunity and foster good relation between those who share a relevant protected characteristic and those who don't. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. Having had due regard to the public sector equality duty as it applies to those with protected characteristics in the context of this application, it is not considered that the officer's recommendation would breach the Council's obligations under the Equality Act 2010.

6.49 Other raised issues

6.50 Loss or changes to property value is not a material planning consideration

6.51 The provision of 8 additional flats would not be considered to result in any undue stress on local services.

6.52 Given the sites location and the availability of external space, it is considered appropriate under its specific circumstance to attach a condition requiring a Construction Management Plan in order to assure that there will not be an unduly significant impact from construction through noise, disruption, or waste.

6.53 The mix of flats is that of one- and two-bedroom units. It is considered that given the context of the scheme, within a town centre, that larger units would not be appropriate as larger families would require increased outdoor amenity space provision and would be more likely to require cars.

6.54 An objection comment has raised concerns that some of the support comments are not from the local area. While some of the comments are from slightly further from the application site, they are still within Portsmouth. It does not necessarily diminish their value or validity, especially as they are not about detailed local matters like sunlight or privacy but about encouraging additional accommodation and overall design.

6.55 Conclusion

6.56 The site is appropriate in principle for residential development and would contribute towards the City's housing land supply. The location is very well served by shops, services, employment and public transport, and an appropriate level of amenity would be afforded to the development's residents. The effect on surrounding residents' amenities

would be limited and acceptable, and the other matters addressed above are also deemed acceptable. The proposals constitute sustainable development and should be granted planning permission.

RECOMMENDATION I - That delegated authority be granted to the Assistant Director of Planning & Economic Growth to grant Conditional Permission subject to completion of a Legal Agreement to secure the following:

- i. To secure mitigation of the development with respect to the recreational disturbance to the Special Protection Areas.
- ii. To secure mitigation of the development with respect to the nitrate neutrality mitigation for the Special protection Areas

RECOMMENDATION II - That delegated authority be granted to the Assistant Director of Planning & Economic Growth to add/amend conditions where necessary, and

RECOMMENDATION III - That delegated authority be granted to the Assistant Director of Planning & Economic Growth to refuse planning permission if a Legal Agreement to secure the mitigation of the development with respect to the Special Protection Areas pursuant to Recommendation I has not been completed within three months of the date of this resolution.

RECOMMENDATION Conditional Permission

PRO-ACTIVITY STATEMENT

In accordance with the National Planning Policy Framework the City Council has worked positively and pro-actively with the applicant through the application process, and with the submission of amendments an acceptable proposal has been achieved.

Time Limit

1) The development hereby permitted shall be begun before the expiration of 3 years from the date of this planning permission.

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

Approved Plans

2) Unless agreed in writing by the Local Planning Authority, the permission hereby granted shall be carried out in accordance with the following approved drawings -

Drawing numbers:

- 28129-PD099 - SITE LOCATION PLAN;
- 28129-PD100 - PROPOSED BLOCK PLAN;
- 28129-PD101E - PROPOSED SITE PLAN;
- 28129-PD107 - PROPOSED BAY WINDOWS;
- 28129-PD102C - PROPOSED FLOOR PLANS;
- 28129-PD103C - PROPOSED WEST AND SOUTH ELEVATION; and
- 28129-PD104D - PROPOSED EAST, WEST AND NORTH ELEVATION.

Reason: To ensure the development is implemented in accordance with the permission granted.

Materials

3) (a) Notwithstanding the submitted details, no development works other than those of ground works, and construction of the building's foundations shall take place until: a full and detailed schedule of all materials and finishes (including a brick samples) to be used in the construction

of the external surfaces of the development hereby permitted has been submitted to and approved in writing by the Local Planning Authority; and

(b) The development shall be carried out in full accordance with the schedule of materials and finishes agreed pursuant to part (a) of this Condition

Reason: To secure a high quality finish to the development in the interests of visual amenity in accordance with Policy PCS23 of the Portsmouth Plan (2012), and the aims and objectives of the National Planning Policy Framework (2021).

Ecology

4) The swift bricks as shown on plan 28129-PD104D shall be installed prior to occupation and shall thereafter be retained for the life of the development.

Reason: To secure sustainable biodiversity enhancements in accordance with Policy PCS13.

Landscaping

5) (a) Notwithstanding the submitted details, the development hereby permitted shall not be occupied/brought into use until detailed hard and soft landscaping scheme has been submitted to and approved in writing by the Local Planning Authority; and

(b) Unless otherwise agreed in writing with the Local Planning Authority, the hard landscaping schemes approved pursuant to part (a) of this Condition shall be completed prior to first occupation of the building hereby permitted; and

(c) The soft landscaping schemes approved pursuant to part (a) of this Condition shall be carried out within the first planting/seeding season following the first occupation of the building. Any trees/shrubs which, are removed or become damaged or diseased shall be replaced in the next planting season with others of the same species, size and number as originally approved.

Reason: To secure a high-quality setting to the development and ensure adequate external amenity space for future users of the building in the interest of visual and resident amenity in accordance with Policy PCS23 of the Portsmouth Plan (2012).

Sustainable construction

6) Unless otherwise agreed in writing by the Local Planning Authority, the development hereby permitted shall not be occupied until written documentary evidence has been submitted to, and approved by, the local planning authority, demonstrating that the development has achieved:

- a minimum of a 19% improvement in the dwelling emission rate over the target emission rate, as defined in The Building Regulations for England Approved Document L1a: Conservation of Fuel and Power in New Dwellings (2013 edition). Such evidence shall be in the form of an As Built Standard Assessment Procedure (SAP) Assessment, produced by an accredited energy assessor; and
- a maximum water use of 110 litres per person per day as defined in paragraph 36(2)(b) of the Building Regulations 2010 (as amended). Such evidence shall be in the form of a post-construction stage water efficiency calculator.

Reason: To ensure that the development as built will minimise its need for resources and be able to fully comply with policy PCS15 of the Portsmouth Plan.

Sound insulation

7) Prior to the commencement of the development:

a) A scheme of sound insulation measures designed to reduce the transmission of airborne sound across the separating floor between the ground floor commercial use and the proposed first floor residential dwellings shall be submitted to the planning authority. These measures shall ensure that the separating floor can achieve a minimum standard of Dntw+Ctr 55dB.

b) Prior to the commencement of construction works a scheme for insulating those habitable rooms facing the High Street against road traffic noise emanating from said street shall be submitted to the local planning authority. The approved scheme shall then be implemented before the first occupation of the building and thereafter retained. The scheme shall be designed to ensure that the following acoustic criteria will be achieved in all habitable rooms:

Daytime: LAeq(16hr) (7:00 to 23:00) 35 dB,
Night-time: LAeq(8hr) (23:00 to 07:00) 30 dB and LAmax 45db.

c) Upon approval these measures shall be implemented in full prior to the first occupation of any residential unit and thereafter maintained.

Reason: To ensure that acceptable noise levels within the dwellings are not exceeded in the interests of residential amenity in accordance with policy PCS23 of the Portsmouth Plan.

Bicycle Storage

8) No part of the development hereby permitted shall be occupied/brought into use until the cycle storage facilities as shown on plan 28129-PD101E have been provided and thereafter these facilities shall be permanently retained for the storage of bicycles at all times.

Reason: To ensure adequate provision for and to promote and encourage cycling as an alternative to use of the private motor car in accordance with policies PCS14, PCS17 and PCS23 of the Portsmouth Plan (2012).

Refuse Storage

9) No part of the development hereby permitted shall be occupied/brought into use until the facilities for the storage of refuse, recyclable materials and food waste as shown on plan 28129-PD101E have been provided and thereafter these facilities shall be permanently retained for the storage of refuse and recyclable materials at all times.

Reason: To ensure that adequate provision is made for the storage of refuse and recyclable materials in accordance with policy PCS23 of the Portsmouth Plan (2021).

CEMP

10) Prior to the commencement of any building operation associated with the building's conversion or enlargement, a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority. The CEMP shall include, but not limited to details of: Construction vehicle routing; Site access management; Times of deliveries; Loading/offloading areas; Crane siting; Site office facilities; Contractor parking areas; Method Statement for control of noise, dust and emissions from construction work. The development shall be carried out in accordance with the CEMP approved pursuant to this condition and shall continue for as long as building operations are taking place at the site, unless otherwise agreed in writing with the Local Planning Authority.

Reason: To minimise the potential for conflict with users of the surrounding highway network and to protect the amenity of neighbouring occupiers having regard to the close proximity of the site in accordance with Policies PCS17 and PCS23 of the Portsmouth Plan.