
APPLICATION TYPE: Full Application
APPLICATION NO: 07/01994FUL
APPLICANT: Key Care Projects and Raglan Housing Association
AGENT: The Luken Beck Partnership
SITE ADDRESS: 195-207 Coxford Road & 121 Vine Road
PROPOSAL: Demolition of 8 existing dwellings and construction of three buildings (3, 4 and 4 storeys) to provide 65 flats (41 x 2 bed' and 24 one-bed') with 41 parking spaces

RECOMMENDATION: Delegate authority to the Development Control Manager to grant planning permission subject to:

1. The applicant entering into a S106 legal agreement to secure:
 - i. Provision of affordable housing in accordance with Policies H9 and H11 of the City of Southampton Local Plan March 2006.
 - ii. A financial contribution towards the provision and maintenance of open space required by the development in accordance with policies CLT5 and IMP1 of the City of Southampton Local Plan March 2006 and the adopted guidance on Planning Obligation August 2005.
 - iii. A financial contribution towards the provision and maintenance of play space required by the development in line with policies CLT6 and IMP1 of the City of Southampton Local Plan March 2006 and adopted guidance on Planning Obligations August 2005.
 - iv. A financial contribution towards site specific transport contributions for highway improvements in the vicinity of the site towards measures to encourage the use of alternative modes of transport to the private car in accordance with policies SDP3, SDP4 and IMP1 of the City of Southampton Local Plan March 2006, the Local Transport Plan and the adopted guidance relating to Planning Obligations August 2005.
 - v. A financial contribution towards strategic transport contributions for highway network improvements in line with SDP3 and IMP1 of the City of Southampton Local Plan March 2006, the Local Transport Plan and the adopted guidance on Planning Obligations August 2005.
 - vi. Submission of a highways condition survey.
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REPORT

BACKGROUND

The application is an amended version of a scheme for 64 flats approved by the Panel on 30 January 2007 (07/01994/Ful).

The main changes to the scheme are as follows:

- i. Deletion of one floor of accommodation from Block C reducing the height of the building from 5 to 4 storeys in height.
- ii. Additional storey to part of Block A create a part two storey part three storey block.
- iii. Elevation changes to Block B to delete recess at second floor level (but retaining recess at third floor level).
- iv. Re-organisation of the pedestrian access routes to the site frontage
- v. Re-design and re-positioning of refuse stores to serve the blocks.
- vi. One additional flat across the whole site and a change in mix of units **from** 42 x 2 bed & 22 x 1 bed **to** 41 x 2 bed & 24 x 1 bed flats.

There have been no material changes to planning policies or adopted guidance since the consideration of the original proposal for 64 units

SITE AND SURROUNDS

Other than the demolition of the original bungalows having taken place, there have been no alterations to the context of the site.

The site is located on the western side of the City, 1.5km from the nearest 'district' centre (Shirley Town Centre) and 4km from the City centre. It is opposite the General Hospital site and adjacent to the Princess Anne Maternity Hospital. Based on the methodology set out in the Local Plan the area is located in a 'medium' accessibility area, served by between 10-19 buses per hour.

Coxford Road is a busy route serving both the Southampton General Hospital (immediately opposite) and the Princess Anne Maternity Hospital (immediately adjacent to the site). It is used by buses, ambulances, staff and visitors to the hospitals as well as local residents.

The western side of the City is typically characterised by residential suburbs served by small local centres. The town centre of Shirley is 1.5km away. There is now mix of housing type and layout along Coxford Road and surrounding streets with a large area of former two storey council houses to the west and a wider variety of private housing and some flatted developments to the east. However, in the immediate vicinity of the site the larger scale buildings of the Hospitals should be acknowledged and it is within this context that the site is considered to have potential scope for

larger scale re-development, despite the majority of the site currently being occupied by bungalows.

The site itself (0.35 hectares) originally comprised 6 bungalows and a pair of semi-detached houses on the junction of Coxford Road and Vine Road. These have recently been demolished and the site is enclosed by security fencing. There is a landscaped amenity strip which sits behind the public highway at this junction over which an informal path runs. This land is in council ownership and has, in principle been agreed to be transferred to the site should a permission be granted. It is confirmed that this path is not a statutory 'right of way' but any highway rights would need to be extinguished in accordance with the appropriate planning procedures, should a consent be granted.

APPLICATION DETAILS

The application is similar to that approved by Panel in January 2007. The material amendments to the number of units, mix of units, scale, height and massing of the blocks, design of the blocks and site layout have been summarised in the 'background' section of this report.

The amended application now seeks construction of 65 flats (41 x 2 bed' and 24 x 1 bed').

Block A at the junction of Vine Road and Coxford Road is a part two storey part three storey block of 14 flats compared to 12 flats previously..

Block B (central block) is a four storey block of 24 flats (22 previously). The third floor is recessed to reduce the scale and massing of the building.

Block C is now a four storey block of 27 flats (previously 30 flats in a five storey block). Again, the third floor is recessed to reduce the scale and massing of the building.

A total of 41 car parking spaces are provided 34 of which are within the secure and covered basement areas beneath blocks B and C. The basement provides lift access to all levels of accommodation in Blocks B and C. An access door from the basement area below Block B links to a pedestrian path serving Block A to allow access for occupiers of this block to secure and covered cycle storage.

Refuse storage is now shown to be accommodated in three separate structures serving each block. Block A would have refuse collected from Vine Road whilst the refuse stores for Blocks B & C are close to the Coxford Road frontage.

The siting, design and accessibility of this aspect of the scheme has been improved compared to the approved scheme. Additionally, due to the changes in levels across the site, pedestrian routes to and from the store and from the main entrances of each block to the road frontage have been redesigned. The layout of the paths are simplified and give access at an appropriate gradient to each of the blocks.

Approximately 18sq m of external communal amenity space is provided for each flat as previously.

RELEVANT PLANNING HISTORY

06/00802/FUL 64 Flats in three blocks of flats. Refused 22.08.06

Appeal Lodged on 30 October 2006 but withdrawn by applicants.

06/01601/Ful 64 Flats in three blocks of two, four and five storeys.

Resolved to grant by Panel 30.01.07 Decision Issued 20.02.08.

PLANNING POLICY

The relevant planning policies are identified in Appendix 1 to this report.

Policy Assessment

Redevelopment for residential development at a higher density than exists presently on the site is acceptable in principle.

The site is within a medium accessibility area. The maximum parking provision, given the proposed mix of units is 43 spaces, the provision of 41 spaces is in accordance with the councils adopted policies.

Some concerns are raised about the high density, lack of unit mix (no larger family type units) and level of amenity space.

However, the scheme would help meet overall city wide housing targets.

No specific objection is raised on policy grounds.

CONSULTATION AND NOTIFICATION

A consultation exercise in line with department procedures was undertaken which included notifying adjoining landowners, placing a press advertisement and erecting site notices. A total of 9 surrounding neighbours were notified of the application in addition to the ward members. The adjacent hospital trusts were also consulted.

No letters of representations have been received.

Highway Development Control – Confirm that the site is within a medium accessibility area and therefore 43 parking spaces is the **maximum** the development can provide. The application is accompanied by a detailed transport assessment as required by Policy SDP6. Amendments have been made to the scheme to address the highways reasons for refusal on the original application, in particular, the deletion of the vehicular access serving Block A and a redesign of the main access. . No objections are raised to the proposals

Environmental Health (Contamination) - confirm that a land contamination site assessment should be carried out given the likelihood of some contamination in this area in the past.

Play Services Officer – confirms that a contribution to play space provision in line with Local Plan policies be provided for improvements to the Portsdown Recreation ground.

Architects Panel – consider the amended scheme to remain attractive in urban design terms and whilst a preference for the original, taller, Block C was stated, the Panel continue to support the application.

Hampshire Constabulary Architectural Liaison Officer – raises no objections to the nature of the use or the proposed layout of the site following amendments made to the scheme on the advice of the Liaison Officer.

Southern Water – have re-issued a holding objection on the grounds of insufficient capacity of the existing pipe-work in this area, the recommendation contains a clause to resolve this. This matter was resolved between the applicants and Southern Water prior to issuing the original consent. A verbal update will be given on progress on this matter at the Panel meeting.

Sustainability - initially raised concerns that insufficient energy/resource conservation measures had been incorporated into the development. However, the applicant has been in open dialogue with the councils' sustainability officer and it is indicated that a very positive package of measures, which will fully satisfy SDP13, will be delivered.

PLANNING CONSIDERATIONS

The principle of the scheme has been previously agreed. The amended scheme remains for Full Permission

Unusually, the most material change to the proposals is a reduction in the height, scale and massing of the overall built form with the deletion of a floor of accommodation from Block C. This alteration is not considered to detract from the quality of the development and would arguably have less of an impact on the character of the area.

Notwithstanding the reduced massing on Block C the additional storey to part of Block A provides two additional units in that block. The portion of the roof on which the additional storey is provided is limited to the front corner along Coxford Road and therefore away from the junction with Vine Road and the adjacent houses in Vine Road. It is not considered that the additional height on this block will have any materially greater impact on the residents of Vine Road and in Urban design terms provides a visual step up towards the taller blocks B and C.

As previously, the development should be assessed in terms of the relationship of the scale of residential development proposed on the site to the nearby residential land uses but also to the Hospital buildings which form three of its boundaries; the likely impact of the scale of development on the adjacent occupiers, particularly by reason of over-shadowing, visual impact and privacy in addition to the intensification

of the use of the site; and if it continues to be acceptable in terms of parking and highway matters including cycle and refuse storage, and the provision of amenity space.

Impact on adjacent occupiers, including the Hospital buildings.

The nearest residential properties are to the north-west of the site in Vine Road. Nos 117 & 119 Vine Road back directly onto the site and would be most affected but other properties in Vine Road would also be impacted upon.

As already stated Block A has now been designed to be part two part three storey in height rather than just two storey. It remains two storey adjacent to the boundary with other two storey houses in Vine Road but rises to 3 storey along the Coxford Road frontage to provide an appropriately scaled building along the Coxford Road frontage viewed alongside Blocks B and C. As Block A is to the south of these houses and their rear gardens, and due to the change in levels on the road which means the site is at a higher level than the adjacent houses, there will be some overshadowing for part of the morning and early afternoon from Block A. The provision of additional landscaping along the shared boundary between Block A and 119 Vine Road will reduce this impact. Window positions and lack of balconies on elevations facing houses in Vine Road eliminate issues of harm to privacy and over-looking.

Block B continues to be 'set in' at the rear of the building to reduce the visual impact when seen from the rear gardens and windows of 113 -119 Vine Road. There will be no overshadowing or loss of light suffered by these properties as a result of Block B from late morning onwards although there will be some impact during the morning period. The position of windows and the layout of external spaces, including terraces and balconies has been re-designed to address earlier concerns of over-looking and loss of privacy.

The main changes are to Block C with the removal of the fourth floor, which gives it a similar massing to Block B. The rear elevation of Block C was redesigned on the original approval to address strong objections raised to the original proposals by the Hospitals trust. Immediately to the rear of the site is the Princess Anne Maternity Hospital. Concerns had been raised with regard to the potentially sensitive relationship between the windows and balconies on the rear of Block C and windows to wards and delivery rooms within the hospital. Those amendments were a result of meetings between the two parties and have been retained in this scheme. The Hospital Trust has confirmed in writing that their original objections have been fully addressed.

Architectural appearance

The design approach has again been supported by the Architects Panel and the City Design Team .

The height, scale and massing of Blocks B and C relate to the context established along this section of Coxford Road by the large scale hospital buildings. The contemporary design also responds to recent developments within the General Hospital grounds immediately opposite the site.

Some of the overall massing has been taken out of the larger blocks by recessing the upper floors and the removal of an entire floor from Block C. The impact in the street scene, is again considered acceptable.

Highway and parking issues

Parking is provided just below the maximum standards (41 spaces to maximum of 43) and cycle storage is provided to the maximum adopted standards. Therefore notwithstanding that there is less than one parking space per unit no objection is raised.

Other Matters

The siting of individual refuse stores to serve each block has helped simplify the pedestrian routes on the site with the deletion of large areas of ramps and retaining walls. This is considered to improve the site frontage.

The full package of measures towards energy/resource conservation need to be worked up in detail and incorporated into the development. However, there has been a very positive response from the applicant on this matter and discussions with the Sustainability team continue.

Amenity space is marginally below the adopted standards. However, the space provided is accessible and functional and is not considered to give rise to an unacceptably poor living environment for future occupiers.

Conclusion

The amended scheme continues to accord with the councils adopted policies and is recommended for approval.

Local Government (Access to Information) Act 1985

Documents used in the preparation of this report Background Papers

1(a), 1(b), 2(c), 3(a), 4(s), 6(a), 6(c), 6(f), 6(h), 7(c), 8(a), 9(a), 9(b) and Local Plan Review (March 2006)

AA for 30.01.07 PROWP

Appendix 1

Relevant Policies of the City of Southampton Local Plan 2006

City of Southampton Local Plan Review March 2006

SDP1	General Principles
SDP2	Integrating Transport and Development
SDP3	Travel Demands
SDP4	Development Access
SDP5	Car Parking
SDP6	Urban Design Principles
SDP7	Context
SDP9	Scale, Massing and Appearance
SDP10	Safety and Security
SDP12	Landscape and Biodiversity
SDP13	Resource Conservation
SDP21	Water Quality and Drainage
H1	Housing Supply
H2	Previously Developed Land
H7	Residential Environment
H8	Housing Density
H9	Affordable Housing
H11	Location of Affordable Housing
H12	Housing Mix
CLT3	Protection of Open Spaces
CLT5	Open Space
CLT6	Children's Play Space
IMP1	Provision of Infrastructure

Supplementary Planning Guidance

Planning Obligations: Provision of community infrastructure and affordable housing. August 2005.

Supplementary Planning Document

Residential Design Guide September 2006.

RECOMMENDATION: DEL

CONDITIONS for 07/01994/Ful

01. Standard 3 Years

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

REASON:

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

02. Approved Plans

The development hereby approved shall be implemented, with the exception of details of refuse storage and energy conservation (sustainability), solely in accordance with drawings and reports received by the Local Planning Authority on the following dates:

10 January 2007. Site Plan numbered 7096 - 400 C. Street Scene/Block and Location Plans numbered 7096 - 401 C.

19 December 2006. Car Park Layout (including cycle storage) numbered 7096 - 408 A.

31 October 2006. Elevations Block B numbered 7096 - 402. Elevations Block C numbered 7096 - 403. Elevations Block A numbered 7096 - 404. Floor Plans Block B numbered 7096 - 405. Floor Plans Block C numbered 7096 - 406. Floor Plans Block A numbered 7096 - 407. Sections A-A _ B-B numbered 7096 -409. Car Park Layout/Site Plan numbered 7096 - 410.

AND associated documents:

Arboricultural Report received 31 October 2006

Transport Assessment received 31 October 2006

Design and Access Statement (not including Sustainability section) received 31 October 2006

AND any details required pursuant to a condition of this consent or as may be amended and accepted in writing by the Local Planning Authority.

REASON

To define the consent and for the avoidance of doubt.

03. Drainage

The agreed surface and foul water drainage systems shall be installed in accordance with the approved details.

REASON

To ensure adequate capacity exists to deal with foul and surface water drainage without creating risk of additional flooding on or off the site.

04. Energy/Resource Conservation Measures

Prior to development commencing full details of resource/energy conservation measures to be incorporated into the development shall be submitted to and agreed in writing with the Local Planning Authority.

REASON

To ensure the development complies with the Local Planning Authority's policies and targets on sustainable development.

05. Details of Materials

Full details of the manufacturers, types and colours of the external materials to be used, including samples if required, shall be submitted to and approved by the Local Planning Authority before development commences.

REASON

In order to control the appearance of the development in the interests of visual amenity.

06. Hardsurfacing Details

Samples of the external surface materials to be used on the site, including vehicular access road, pedestrian paths and hard-landscaping areas together with confirmation of the gradients of the pedestrian and vehicular routes and the design of any required ambulant disabled handrails shall be submitted to and agreed in writing with the Local Planning Authority prior to development commencing.

REASON

In the interests of the visual amenities of the site and to ensure good accessibility is achieved throughout the development.

07. Bird Plan

Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:

Management of any roofs on buildings within the site which may be attractive to nesting birds

The Bird Hazard Management Plan shall be implemented as approved upon completion of the roofs. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

REASON

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

08. Demolition Material Removal

The existing buildings and structures on the site shall be demolished and all resultant materials removed from the site before the development hereby approved commences unless otherwise agreed in writing with the Local Planning Authority.

REASON

In the interests of the visual amenities of the site and local area.

09. Contractor's Area

Detailed plans specifying the areas to be used for the contractors vehicle parking, plant and equipment, storage of building materials and any excavated material, huts and all working associated with the development of the site shall be submitted to and approved in writing with the Local Planning Authority prior to development commencing.

REASON

To minimise the impact of the development during the construction phase.

Wheel Cleaning

10. During the period of preparation of the site, including demolition, excavation for foundations or services and the construction of the development, wheel cleaning facilities shall be available on site and no lorry or other vehicles shall leave the site until its' wheels have been cleaned sufficiently to prevent mud being carried onto the highway.

REASON

In the interests of highway safety.

11. Means of Enclosure

No development shall be commenced until details of all means of enclosure on the site have been submitted to and approved by the Local Planning Authority. Such detailed scheme shall be implemented before the development is brought into use. The means of enclosure shall subsequently be retained to the satisfaction of the Local Planning Authority.

REASON

In the interests of the visual amenities of the area and to protect the amenities and privacy of occupiers of neighbouring properties.

12. Access - Stopped Up

Any existing access to the site shall be stopped up and abandoned and footway and verge crossings shall be reinstated immediately after completion of the new access.

REASON

In the interests of highway safety.

13. Car Parking

The car parking area and all access roads shown on the approved drawing shall be laid out and surfaced before the use hereby permitted commences and shall thereafter be kept clear and maintained at all times for that purpose.

REASON

To prevent obstruction to traffic in neighbouring roads.

14. Bicycle Storage

The building shall not be occupied in full or in part until secure, covered space has been laid out within the site for 64 bicycles to be stored for the benefit of the occupants in accordance with the approved plans. The cycle storage hereby approved shall thereafter be retained on site for that purpose.

REASON

To encourage cycling as a sustainable form of transport.

14. Bicycle Stands

The building shall not be occupied in full or in part until 2cycle stands have been made available for visitors adjacent to the entrance of each of the three buildings. The cycle stands hereby approved shall thereafter be retained on site for that purpose.

REASON

To encourage cycling as a sustainable form of transport.

16. Landscaping - Detailed Scheme

A detailed landscaping scheme and implementation timetable, which clearly indicates the numbers, planting densities, types, planting size and species of trees and shrubs to be planted, and treatment of hard surfaced areas, shall be submitted to and approved by the Local Planning Authority before the commencement of any site works. Any trees, shrubs, seeded or turfed areas which, within a period of 5 years from the date of planting die, fail to establish, are removed or become damaged or diseased, shall be replaced by the Developer in the next planting season with others of a similar size and species unless the Local Planning Authority gives written consent to any variation. The Developer shall be responsible for any replacements for a period of 5 years from the date of planting. The approved scheme shall be carried out before .

REASON

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

17. No Burning of Materials

No burning of any materials including cleared shrubs and trees shall take place on the site unless otherwise agreed in writing by the Local Planning Authority.

REASON

To protect the existing trees on the site or on adjoining land from damage.

18. Safeguard Trees

All trees to be retained pursuant to any other condition of this decision notice shall be fully safeguarded during the course of all site works including preparation, demolition, excavation, construction and building operations. Details of the specification and position of all protective fencing shall be indicated on a site plan and agreed with the Local Planning Authority in writing before any site works commence.

REASON

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

19. No Storage of Materials Adjacent Trees

No storage of goods including building materials, machinery and soil, shall take place underneath the crown spread of the trees to be retained on the site. There will be no change in soil levels or routing of services through tree protection zones or within canopy spreads, whichever is greater. There will be no fires on site. There will be no discharge of chemical substances including petrol, diesel and cement mixings within the tree protection zones or within canopy spreads, whichever is greater.

REASON

To preserve the said trees in the interests of the visual amenities and character of the locality.

20. Erection of Protective Fencing

No operation in connection with the development hereby permitted shall commence on site until the tree protection as agreed by the Local Planning Authority has been erected. The fencing shall be maintained in the agreed position until the building works are completed, or until such other time that may be agreed in writing by the Local Planning Authority following which it shall be removed from the site.

REASON

To ensure that trees to be retained will be adequately protected from damage throughout the construction period.

21. Replacement Trees

Any trees to be felled pursuant to this decision notice will be replaced with species of trees to be agreed in writing with the Local Planning Authority at a ratio of two replacement trees for every single tree removed. The trees will be planted within the site or at a place agreed in writing with the Local Planning Authority. The Developer shall be responsible for any replacements for a period of 5 years from the date of planting. The replacement planting shall be carried out within the next planting season (between November and March) following the completion of construction. If the trees, within a period of 5 years from the date of planting die, fail to establish, are removed or become damaged or diseased, they will be replaced by the Developer or Person Responsible for the upkeep of the land in the next planting season with others of a similar size and species unless the Local Planning Authority gives written consent to any variation.

REASON

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

22. Soundproofing - Protection from Traffic

The development hereby approved must make provision for soundproofing so as to protect the occupants of the dwelling units from traffic noise from the adjoining highway, to a standard and to details that must be submitted to and agreed by the Local Planning Authority in writing before development commences. The soundproofing agreed by the Local Planning Authority pursuant to this condition must be implemented before any of the dwelling units are first occupied.

REASON

To protect the occupiers of the residential development from excessive traffic noise.

23. Contamination

No development shall take place until the developer has carried out adequate investigations to determine the presence and degree of contamination on the site and assessed the risks to human health and the wider environment. If any unacceptable risk or risks are identified a detailed remediation scheme must be devised to ensure the long-term safety of the site. Copies of the above documents shall be submitted to the Local Planning Authority for their approval. No works other than investigative works shall be carried out on site prior to the receipt of written confirmation from the Local Planning Authority. The approved remediation scheme shall be fully implemented and adhered to. Any amendments to the remediation scheme relevant to the risk associated with the contamination shall be submitted to the Local Planning Authority for prior approval in writing. On completion of the remediation works and, prior to occupation of any properties on the development, the developer and /or his approved agent shall submit written confirmation that the works have been completed in full and in accordance with the approved scheme. The presence of any significant unsuspected contamination that becomes evident during the development of the site shall be brought to the attention of the Local Planning Authority and an investigation and management scheme implemented to their satisfaction.

REASON

To identify unacceptable risks to human health and the environment and ensure remediation of the site is to an appropriate standard.

24. Hours of Construction

All works relating to the construction of the development hereby granted, including the works to regrade the levels of the site, demolition and ground preparation prior to building operations shall only take place between the hours of 8am and 6pm on Monday to Friday and 9am to 1pm on Saturdays and at no time on Sundays and Bank Holidays.

REASON

To protect the amenities of occupiers of nearby dwellings during the construction period.

25. Lighting

A detailed scheme for the lighting of external areas and the undercroft parking and cycle storage areas shall be submitted to and approved by the Local Planning Authority prior to development commencing.

REASON

In the interests of the visual amenities of the site and the amenities of adjacent occupiers and future residents.

26. TV Reception

The applicant shall undertake an analysis of the impact the proposals would have on the television reception of properties in the immediate vicinity of the site, in particular Vine Road. The findings and recommendations of the should be set out in a written report which shall be submitted to the Local Planning Authority prior to development commencing. Any recommendations or mitigation measures recommended in the report shall be carried out prior to first occupation of any of the units.

REASON

To ensure the development complies with guidance set out in PPG8.

27. Refuse Stores

The agreed refuse stores shall be provided prior to first occupation.

REASON

To ensure waste is properly stored.

REASON FOR GRANTING PLANNING PERMISSION

The development is acceptable taking into account the policies and proposals of the Development Plan as set out below. Other material considerations do not have sufficient weight to justify a refusal of the application. In accordance with Section 38 (6) of the Planning and Compulsory Purchase Act 2004 planning permission should therefore be granted.

City of Southampton Local Plan March 2006

SDP1, SDP2, SDP3, SDP4, SDP5, SDP6, SDP7, SDP9, SDP10, SDP11, SDP13, CLT4, CLT5, CLT6, H1, H2, H3, H7, H8, H9, H10, H11.