

Southampton City Planning & Sustainability  
 Planning and Rights of Way Panel meeting 22 December 2009  
 Planning Application Report of the Head of Division

Application address Garage Site Adjacent To 27 Orpen Road, Southampton			
Proposed development Redevelopment of the site. Erection of 2 x two-storey terraced blocks comprising 6 three-bedroom houses with associated parking to include revised site access and stopping up of public footpath			
Application number	09/01038/FUL	Application type	Full
Case officer	Andy Gregory	Application category	Q13 - minor dwellings

<b>Recommendation Summary</b>	<b>Delegate to Development Control Manager to grant planning permission subject to criteria listed in report</b>
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Reason for Panel consideration	Ward Member referral request - Item requested to go before the panel by local ward member Cllr Letts
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Applicant The Swaythling Housing Society Ltd	Agent H Groucott Miller Hughes Associates
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Date of receipt	07.10.2009	Ward members	Bitterne
Date of registration	07.10.2009		Cllr Letts
Publicity expiry	05.11.2009		Cllr Stevens
Date to determine	02.12.2009 <b>OVER</b>		Cllr Fuller

Site area	0.14 hectares	Usable amenity area	Private gardens ranging from 35sq m to 70sqm
Site coverage (developed area)	62%		
Density - whole site	43 dph	Landscaped areas	190 sqm

Residential mix	numbers	size sqm	Other land uses	class	size sqm
Studio / 1-bedroom			Commercial use	-	
2-bedroom			Retail use	-	
3-bedroom	6	87 sqm	Leisure use	-	
other			other	-	

Accessibility zone	low	Policy parking max	9 spaces
Parking Permit Zone	no	existing site parking	20 spaces
Cyclist facilities	no	car parking provision	6 spaces
motor & bicycles	5 cycles	disabled parking	0 spaces

Key submitted documents supporting application			
1	Design and Access Statement	2	Sustainability checklist
3	Ecological Report	4	Tree Report
Appendix attached			
1	Local Plan Policy schedule	2	Suggested Planning Conditions

## **Recommendation in full**

Delegate to Development Control Manager to grant planning permission subject to

1. the completion of a S106 unilateral undertaking to secure:

- i) A financial contribution towards the relevant elements of public open space required by the development in line with policies CLT5, CLT6 and IMP1 of the City of Southampton Local Plan Review (March 2006) and the adopted SPG relating to Planning Obligations (August 2005 as amended);
  - Amenity Open Space (“open space”)
  - Play Space
  - Playing Field
- ii). To implement an agreed series of site specific transport works under S.278 of the Highways Act in line with policies SDP3, SDP4 and IMP1 of the City of Southampton Local Plan Review (March 2006) and the adopted SPG relating to Planning Obligations (August 2005 as amended);
- iii). A financial contribution towards strategic transport projects for highway network improvements in the wider area as set out in the Local Transport Plan and appropriate SPG/D
- iv). A highway condition survey to ensure any damage to the adjacent highway network attributable to the build process is repaired by the developer

And that in the event that the legal agreement is not completed, that the D C Manager be authorised to refuse permission if the Section 106 Agreement has not been completed within 2 months from the date of this panel meeting on the ground of failure to secure the provisions of the Section 106 Agreement.

## **Background**

The application is part of the first phase of the Estates Regeneration Programme, which seeks to deliver new housing stock within the Councils housing estates, in order to meet the city’s housing need. The Council has been awarded funding from the Homes and Communities Agency for the delivery of this new local authority housing, under the Local Authority New Build Programme. Swaythling Housing (the applicant) are assisting the Council in developing this site.

A number of garage sites have been identified as part of the programme because they are represent underused previously developed land and area underused as garages and/or vandalised. This site has been identified on this basis, with most of the garages vacant, probably arising from vandalism that has occurred in the area in recent months.

## **Proposed Development and surrounding context**

### Site and surrounds

The application site comprises 20 garages (the majority of which are vacant) and associated hard standing and adjacent landscaped areas. An electricity sub-station is located within the south-eastern corner of the site and is retained as part of the redevelopment proposals. The eastern part of the site is landscaped and occupied by 3 trees (1 x Field Maple and 2 x Juneberry).

The site entrance is also landscaped and comprises 2 trees. None of the aforementioned trees are worthy of protection. Vehicular access is taken from Orpen Road. Pedestrian footpaths are located around and through the site.

The surrounding area is predominantly residential in nature comprising a mix of two-storey detached, semi-detached and terraced dwelling houses and three-storey flatted development. The properties immediately adjacent to the application site comprise two-storey dwelling houses; some have rear gated access through the site. This part of Orpen Road does not contain frontage development.

### Proposed Development

The application proposes the redevelopment for 6 'affordable' family houses. The site access onto Orpen Road will be reconfigured and an existing footpath running through the site is proposed to be stopped-up for a shared service / access drive.

Car parking will be provided to the front of the terrace. The landscaped area in the eastern part of the site is proposed to be re-configured to provide 5 echelon parking spaces, and an additional space is provided adjacent to the end terrace unit. The existing trees on-site are proposed to be removed, with replacement planting along the frontage and within the eastern part of the site (which can be secured with the attached landscaping condition). Additional landscaping and tree planting is also proposed adjacent to the site access and around the sub-station. The site is enclosed by 1.8m height close boarded fencing.

A communal refuse collection point is located adjacent to the site access, with integral stores allocated to each dwelling.

The proposed two-storey properties have pitched roof with gabled ends. Contemporary finishing materials are proposed, including artificial slate on the roof, aluminium composite windows and doors, and a mix of horizontal zinc cladding, facing brick and render to the external walls. Private rear gardens with gated access are provided.

It is also proposed that all dwellings will attain Code level 4 for Sustainable Homes (i.e. above the Council's current minimum level).

### **Relevant Planning Policy**

There are no site-specific policies which relate to the application site, but a schedule of local plan policies is attached as **Appendix 1**.

The adopted Local Plan Review is the current development plan document for Southampton. However, the emerging Core Strategy has recently been ratified by Government and its policies should also be afforded significant weight as a material consideration. The proposed development is compliant with emerging policies contained within the Core Strategy (as amended by the Inspector's report, October 2009) as it provides affordable family housing on previously developed land to a high design and sustainable standard.

The Family Housing SPD is not applicable to schemes less than 15.

### **Relevant Planning History**

There is no relevant planning history

## Consultation Responses and Notification Representations

The Housing Enabling section of the Council undertook a pre-application consultation exercise with residents. Initial relevant planning objections raised by residents included overlooking, shadowing and loss of privacy due to two-storey houses being placed on the site where there are presently single-storey garages. Prior to this consultation exercise the ward councillor had corresponded with the Local Housing Manager about the vandalism at the site.

A publicity exercise in line with department procedures was subsequently undertaken which included notifying adjoining and nearby landowners, placing a press advertisement (22 October 2009) as appropriate and erecting a site notice (22 October 2009). At the time of writing the report 7 representations had been received, which included 5 from surrounding residents and 2 from Local Ward Councillors.

### Summary of Representations made

- Loss of privacy / overlooking
- The development will overshadow and result in loss of light to neighbouring properties;
- Replacement planting types, fencing and general design should be carefully considered to ensure that anti-social behaviour and resultant damage can be designed out;
- Displacement parking may lead to parking restrictions within Orpen Road that would prevent existing residents from parking within Orpen Road;
- Removal of part of the existing landscaped area;
- The existing trees and landscaped areas should be retained;
- Increased congestion on Orpen Road;
- Car parking displacement onto the nearby service road;
- Conflict between the new access and users of the nearby service road;
- Increased pressure on existing drainage
- Overdevelopment.

These issues are addressed in the 'planning considerations' section of this report.

### Summary of Consultation comments

**Highway Development Control** – No objection raised. The number of parking spaces is compliant with the Councils maximum standards for areas of low accessibility. The level of provision will not compromise highway or pedestrian safety. However careful consideration should be given to measures to encourage alternative modes of transport to the private car. To meet the aims of PPG13, contributions are sought via a S106 Agreement from the developer to reduce dependence on the private car.

**Ecology** - No objection raised. The site is of low biodiversity value. The Phase 1 Ecology Report makes recommendations for a number of biodiversity mitigation and enhancement measures which should be secured through condition.

**Sustainability** - No objection. Compliance with level 3 of the code for sustainable homes should be secured as a minimum. The target of Code Level 4 is welcomed.

**Access Officer** – No objection

## **Rights of Way Officer – No objection**

**Regeneration & Renewal Team** - supports the proposal as it will provide new affordable housing and will put to more efficient use a garage site within council ownership, which has also been a focal point for anti-social behaviour.

**Trees** – No objection raised. There are no significant amenity trees on this site and the Tree Team are in general agreement with the Sapling Arboriculture Ltd report. Landscaping and replacement tree planting should be secured through condition.

## **Planning Consideration Key Issues**

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

- Principle of development;
- Residential design, density and impact on established character;
- The impact on existing residential amenity;
- The quality of residential environment for future occupants; and,
- Whether the travel demands of the development can be met.

### 1. Principle of Development

The re-development of the site for intensified residential purposes is acceptable and accords with policies contained within the development plan and central government's guidance for more intensive use of brown field sites for housing delivery. The development has a density of 43 dwellings per hectare; the local plan does not contain maximum density levels however the Council's Residential Design Guide advocates a density range of 30-50 dwellings per hectare within areas of low accessibility. The proposed density level is in line with these standards. The scale and layout of the development for six houses maintains a good balance between usable on site amenity space, parking (compliant with standard) and landscaping.

The provision of genuine family housing is welcomed. The proposed residential mix and type is appropriate for the locality and is compliant with the adopted Family Housing SPD and emerging policy CS16 in terms of family housing provision. This provision of 100% affordable housing also meets a recognised housing need and is compliant with emerging policy within the Core Strategy.

The existing garages are not safeguarded and are almost entirely unused. Loss of the garages is unlikely to generate any significant parking displacement due to the existing high vacancy rate. Therefore, on balance, the redevelopment of this underused site for housing delivery is considered to outweigh any need for retention of the garages

### 2. Residential design and impact on established character

A Design and Access Statement has been submitted in accordance with the requirements of Policy SDP6 of the Local Plan and identifies measures to be taken into account when maintaining the character of the area and achieving high standards of design. The proposed layout and scale of development is not considered out of keeping with the surrounding pattern of development.

The surrounding area includes two-storey detached, semi-detached and terrace properties situated within varying plot sizes. The resultant plots are comparable to nearby plot sizes within Quilter Close.

The existing landscaped areas and trees on site are not safeguarded. The proposal seeks to provide enhanced replacement tree planting and landscaping to compensate for any loss.

The proposed design approach responds to the local context and will not be detrimental to the visual amenities of the area. Details of materials will be secured through condition; however an acceptable materials palette is currently proposed.

### 3. Impact on Residential Amenity

Following receipt of amended plans, the residential amenities of nearby residents will not be adversely harmed. The proposed development will not give rise to harmful sense of enclosure, loss of light, shadowing or overlooking / loss of privacy, having regard to the separation distance and orientation of the proposed two-storey housing development in relation to neighbouring properties and gardens.

The scheme has been amended to introduce obscure glazing to the bottom section of the first-floor windows within the front elevation of units 4-6 to prevent unreasonable overlooking / loss of privacy to 27 Orpen Road. A minimum back to back separation distance of 21m is proposed between the development and the rear elevations of 1-7 Sullivan Road to the south-west; this is compatible with the privacy and day lighting standards contained within the Councils Residential Design Guide SPD.

Furthermore the development will not unreasonably shadow neighbouring gardens on the basis of the building / plot orientation and separation distance in relation to neighbouring gardens and houses. Shadow diagrams have been requested to demonstrate this.

Replacement tree planting and enhanced landscaping is proposed to mitigate against any loss. The proposed layout will not directly contribute to anti-social behaviour and the positioning of trees close to neighbouring boundaries is a common arrangement on housing developments across the city.

In terms of increased demand on drainage, intensified residential development naturally places increased demand on public utilities. This is not a valid reason for refusal and it rests with the utility companies to ensure that supply meets demand. The application is supported by a S106 unilateral undertaking to mitigate against the schemes direct impacts.

### 4. Residential Standard

In amenity terms the residential environment proposed for the potential occupants is acceptable and does not lead to an unacceptable living environment in this instance. The internal layout is compatible with modern living standards and all habitable rooms are served by natural lighting and ventilation.

The use of obscured glazing to the first floor bedrooms within the front elevation of units 4-6 is necessary to secure 'neighbouring' privacy. These bedrooms will retain adequate day lighting and occupiers will have access to other rooms where an adequate outlook exists. This approach to development is acceptable

The development provides private gardens which have a minimum depth of 7m and which range from 35sqm to 70sqm in area. Four of the gardens have an area which is below the recommended amount of 50sqm as advised within the RDG. However these spaces provide genuine usable amenity space and are considered appropriate

having regard to the surrounding layout of buildings and gardens within the area. Each unit is provided with separate and independent bin and bicycle storage.

### 5. Highway Issues

The development proposes 6 car parking spaces (i.e. 1:1 provision) which is compliant with the maximum parking standards set out in the adopted Local Plan for an area defined as a “low” accessibility zone. The level of parking provision and re-configured access arrangement will not prejudice highway safety.

### **Summary**

Overall the scheme is acceptable and the level of development proposed will not result in an adverse impact on the amenities enjoyed by surrounding occupiers or to the character and appearance of the area. The proposal is consistent with adopted local planning policies. A suitable balance has been achieved between securing additional family affordable housing, parking, on-site amenity space and landscaping, whilst ensuring that existing residential amenity is protected.

### **Conclusion**

By securing the matters set out in the recommendations section of this report and the completion of a Section 106 unilateral undertaking, the proposal would be acceptable. The application is therefore recommended for delegated approval to the Development Control Manager.

### **Local Government (Access to Information) Act 1985**

### **Documents used in the preparation of this report Background Papers**

1(a), 1(b), 1(c), 3(a), 4(s), 6(a), 6(c), 6(f), 6(h), 7(c), 8(a), 9(a), 9(b), 2(c),  
Core Strategy and Family Housing SPD  
AG 08.12.09 for 22.012.09 PROW Panel

### Adopted City of Southampton Local Plan Review Policies

SDP1	General Principles
SDP2	Integrating transport and Development
SDP3	Travel Demands
SDP4	Access
SDP5	Parking
SDP6	Design
SDP7	Context
SDP10	Safety and Security
H1	Housing Supply
H2	Previously Developed Land
H7	The Residential Environment
H8	Housing Density
H12	Housing Type and Design
CLT5	Provision of Open Space
CLT6	Provision of Children's Play Space
IMP1	Provision of Infrastructure

### Emerging Core Strategy

CS4	Housing Delivery
CS5	Housing Density
CS15	Affordable Housing
CS16	Housing, mix and type
CS19	Parking

### Supplementary Planning Guidance

The following SPG also forms a material consideration in the determination of this planning application:

Residential Design Guide (Approved - September 2006)

Planning Obligations (Adopted - August 2005 as amended November 2006)

The Council's Family Housing SPD was adopted on 29<sup>th</sup> June 2009 and should be given significant weight in the determination of applications with 15 or more residential units. The SPD provides additional guidance on the interpretation of Policy H12 in the adopted City of Southampton Local Plan Review in that it introduces a definition of a family home and seeks, through negotiation, the provision of increased numbers of family homes. Although the current application is for less than 15 units it complies with the Family Housing SPD.

### Planning Policy Statement PPS3 - Housing (2006)

The Government's guidance on housing confirms the need to make the best use of previously developed sites, whilst respecting a site's existing context. The PPS also re-emphasises the need for the planning system to create sustainable, inclusive, mixed communities with an improved choice of accommodation.

### Planning Policy Guidance Note PPG13 - Transport (2001)

The Government is committed to reducing the need to travel by the private car as part of an integrated transport policy. Land use planning has a key role to play in delivering this strategy. PPG13 explains that by "influencing the location, scale, density, design and mix of land uses, planning can help to reduce the need to travel". One element of this approach is the implementation of maximum car parking standards, as set out at Policy SDP5 and Appendix 1 of the adopted City of Southampton Local Plan Review (2006).



**CONDITIONS for 09/01038/FUL**

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

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

**REASON:**

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

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

No development works shall be carried out unless and until a detailed schedule of materials and finishes including samples (if required by the LPA) to be used for external walls and the roof of the proposed buildings has been submitted to and approved in writing by the Local Planning Authority. Details shall include all new glazing, panel tints, stained weatherboarding, drainage goods, and the ground surface treatments formed. 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. APPROVAL CONDITION - Residential - Permitted Development Restriction [Permanent Condition]**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended), 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 E (curtilage structures), including a garage, shed, greenhouse, etc.,

Class G (heating fuel store)

**REASON:**

In order that the Local Planning Authority may exercise further control in this locality given the small private garden and amenity areas provided as part of this development in the interests of the comprehensive development and visual amenities of the area.

**04. APPROVAL CONDITION - No other windows or doors other than approved [Permanent Condition]**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 as amended (or any order amending, revoking or re-enacting that Order), no windows, doors or other openings including roof windows or dormer windows other than those expressly authorised by this permission shall be inserted in the development hereby permitted without the prior written consent of the Local Planning Authority.

**REASON:**

To protect the amenities of the adjoining residential properties

05. APPROVAL CONDITION - Glazing panel specification

The first-floor windows in the front elevation of units 4,5 and 6 hereby approved shall be glazed in obscure glass to a minimum height of 1.6m above the finished floor level and shall have restricted opening. The windows as specified shall be installed before the development hereby permitted is first occupied and shall be permanently maintained in that form.

REASON:

To protect the privacy enjoyed by the occupiers of the adjoining property

06. APPROVAL CONDITION - Adequate turning space

The development hereby permitted shall not be brought into use until an adequate turning space has been constructed within the site in accordance with the approved plans, to enable vehicles to enter and leave in a forward gear. This space shall be retained and kept available for those purposes at all times.

REASON: In the interests of highway safety.

07. APPROVAL CONDITION - Specification/proposed roads/footpaths

No development hereby permitted shall be commenced until the Local Planning Authority have approved:(i) A specification of the type of construction proposed for the roads and footpaths including all relevant horizontal cross-sections and longitudinal sections showing existing and proposed levels together with details of street lighting and the method of disposing of surface water.(ii) A programme for the making up of the roads and footpaths. Development to be carried out in accordance with the agreed details.

REASON: To ensure that the roads are constructed to an adoptable highway standard.

08. APPROVAL CONDITION - Wheel Cleaning

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

REASON: In the interests of highway safety.

09. APPROVAL CONDITION - Landscaping detailed plan [Pre-Commencement Condition]

Before the commencement of any site works 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, means of enclosure, lighting and treatment of hard surfaced areas, shall be submitted to and approved in writing by the Local Planning Authority.

The landscaping scheme shall specify all trees to be retained and to be lost and shall provide an accurate tree survey with full justification for the retention of trees or their loss. Any trees to be lost shall be replaced on a favourable basis (a two-for one basis unless circumstances dictate otherwise) to ensure a suitable environment is provided on the site.

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

The approved scheme shall be carried out prior to occupation of the building or during the first planting season following the full completion of building works, whichever is sooner. The approved scheme implemented shall be maintained for a minimum period of 5 years following its complete provision.

REASON:

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

10. APPROVAL CONDITION - Ecological Mitigation Statement [Pre-Commencement Condition]

Prior to development commencing, including site clearance, the developer shall submit a programme of habitat and species mitigation and enhancement measures, 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.

11. APPROVAL CONDITION - Code for Sustainable Homes [Pre-Occupation Condition]  
Written documentary evidence demonstrating that the development will achieve at minimum Level 3 of the Code for Sustainable Homes (or equivalent ratings using an alternative recognised assessment method), shall be submitted to the Local Planning Authority and verified in writing prior to the first occupation of the development hereby granted consent.

REASON: To ensure the development minimises its overall demand for resources and to demonstrate compliance with policy SDP13 of the City of Southampton Local Plan (2006). Also to comply with South East Plan policy SH14 (iv) CSH has since replaced Eco Homes for new build developments.

12. APPROVAL CONDITION – Boundary fence [Pre-Occupation Condition]  
Before occupation of the development hereby approved, details of the design and specifications of the boundary treatment of the site shall be submitted to and approved in writing by the Local Planning Authority. The agreed boundary enclosure details shall be subsequently erected prior to the occupation of any of the units provided under this permission and such boundary treatment shall thereafter be retained and maintained to the boundaries of the site.

REASON:

In the interests of the visual amenities of the area and to protect the amenities and privacy of the occupiers of adjoining property

13. APPROVAL CONDITION - External lighting  
Unless otherwise agreed in writing by the Local Planning Authority the external lighting to the vehicle parking, and pedestrian/vehicular access and external doors should be by facade mounted, anti-vandal, low wattage, downlighter luminaires operated by a time switch or photo electric ambient light sensor shall be installed prior to first occupation of the premises. The details showing the siting, design and appearance of the lighting shall be submitted to and approved by the Local Planning Authority before development commences.

REASON:

In the interests of aiding surveillance in order to reduce crime

14. APPROVAL CONDITION - Bonfires [Performance Condition]  
No bonfires are to be allowed on site during the period of demolition, clearance and construction.

REASON:

To protect the amenities of the occupiers of existing nearby properties.

15. APPROVAL CONDITION - Hours of work for Demolition / Clearance / Construction  
[Performance Condition]

All works relating to the demolition, clearance and construction of the development hereby granted shall only take place between the hours of;

Monday to Friday 08:00 hours to 18:00 hours (8.00am to 6.00pm)

Saturdays 09:00 hours to 13:00 hours (9.00am to 1.00pm)

And at no time on Sundays and recognised public holidays.

Any works outside the permitted hours shall be confined to the internal preparations of the buildings without audible noise from outside the building, unless otherwise agreed in writing by the Local Planning Authority.

REASON:

To protect the amenities of the occupiers of existing nearby residential properties.

16. APPROVAL CONDITION - Cycle storage

Prior to first occupation of the development hereby approved secure, covered space shall be laid out within the site a minimum of 1 bicycle per dwelling in accordance with the plans hereby approved. The cycle storage hereby approved shall thereafter be retained on site for that purpose.

REASON: To encourage cycling as a sustainable form of transport.

17. APPROVAL CONDITION - Bin storage

Bins shall be stored in the allocated bin stores to the front of each property, and shall only be moved the bin collection point on the day of/evening before collection. The bins shall be returned to the approved stores on the day of collection and shall not be left on the bin collection point for the remainder of the week.

REASON

In the interests of the visual amenities of the area.

18. Reason for Granting Permission

The development is acceptable taking into account the policies and proposals of the Development Plan as set out below. Overall the scheme is acceptable and the level of development proposed will not result in an adverse impact on the amenities enjoyed by surrounding occupiers or to the character and appearance of the area. A suitable balance has been achieved between securing additional family affordable housing, parking, on-site amenity space and landscaping, whilst ensuring that existing residential amenity is protected. Other material considerations do not have sufficient weight to justify a refusal of the application. In accordance with Section 38 (6) of the Planning & Compulsory Purchase Act 2004 Planning Permission should therefore be granted.

Policies SDP1, SDP4, SDP5, SDP7, SDP9, SDP10, SDP13, SDP14, H1, H2 and H7 of the City of Southampton Local Plan Review - Adopted March 2006, as supported by SPD and the emerging Core Strategy

Note to Applicant

1. NOTE TO APPLICANT:

01. The applicant is reminded that no works to the public highway should be undertaken without first obtaining a road opening permit and agreement of the specification of the works. The applicant should contact the Council's Engineering Policy Division of the Directorate of Community Services in this respect.