

Southampton City Planning & Sustainability  
 Planning and Rights of Way Panel meeting 25<sup>th</sup> May 2010  
 Planning Application Report of the Head of Division

Application address	59 Avenue Road		
Proposed development:	Alterations to existing building including new windows and doors and change of use to provide 12 flats (9 x studio flats, 2 x one bedroom flats and 1 x three-bedroom flat) with associated refuse store.		
Application number	10/ 00311/FUL	Application type	Full Detailed
Case officer	Bryony Giles	Application category	Q13 - Minor Dwellings

Recommendation Summary	<b>Delegate to Head of Planning and Sustainability to grant planning permission subject to criteria listed in report.</b>
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Reason for Panel consideration	Major development (small scale) requiring completion of legal agreement under Section 106 of the 1990 Act.
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Applicant: Mr Tim Stevens	Agent: Concept Design & Planning LLP
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Date of receipt	26.03.2010	City Ward	Bevois
Date of registration	26.03.2010	Ward members	Cllr Burke
Publicity expiry date	06.05.2010		Cllr Rayment
Date to determine by	25.06.2010 <b>IN TIME</b>		Cllr Barnes-Andrews

Site area	670sq.m (0.067 ha)	Usable amenity area	shown: 233m2
Site coverage (developed area)	42%	Landscaped areas	shown: 63m2
Density - whole site	180 d.p.h		

Residential mix	nos	size sqm	Other land uses	class	size sqm
Studio / 1-bedroom	11	20 - 42 sq.m	Commercial use	-	-
2-bedroom	N/A		Retail use	-	-
3-bedroom	1	65 sqm	Leisure use	-	-
other	N/A	-	other	-	-

Policy designation	
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Accessibility zone	Medium	Policy parking max	6 spaces
Parking Permit Zone	no	existing site parking	4 spaces
Cyclist facilities	yes	car parking provision	0 spaces
motor & bicycles	20	disabled parking	0 spaces

Key submitted documents supporting application			
1	Design and Access Statement	2	Transport Assessment/Statement
3	Sustainability Assessment	4	Statement of Community Involvement

<b>Appendix attached</b>			
1	Relevant Planning Policy		

## **Recommendation in full**

Delegate to Head of Planning and Sustainability to grant planning permission subject to the applicant entering into a Section 106 Legal Agreement to secure:

1. a A financial contribution towards the provision of public open space and equipment in accordance with policy CLT5 & IMP1 of the adopted City of Southampton Local Plan and applicable SPG.
- b A financial contribution towards the provision of a new children's play area and equipment in accordance with policy CLT6 & IMP1 the adopted City of Southampton Local Plan and applicable SPG.
- c A financial contribution towards site specific transport contributions for highway improvement in the vicinity of the site in accordance with IMP1 the adopted City of Southampton Local Plan and appropriate SPG to encourage sustainability in travel through the use of alternative modes of transport to the private car.
- d A financial contribution towards strategic transport contributions for highway network improvements in the wider area as set out in the Local Transport Plan and appropriate SPG.
- e A highway condition survey to ensure any damage to the adjacent highway network attributable to the build process is repaired by the developer.
- f A financial contribution towards affordable housing in accordance with appropriate SPG.

And that in the event that the legal agreement is not been completed by 25<sup>th</sup> June 2010 that the D C Manager be authorised to refuse permission on the ground of failure to secure the provisions of the Section 106 Agreement.

## **Site and surroundings**

The application site relates to an existing office building located within the Inner Avenue area of Southampton. The semi-detached property is neighboured by residential dwellings, within a predominately residential area of the city.

The property currently has four car parking spaces located to the front of the site, with additional parking to the rear which is accessed through the internal garage and store area.

Located within a medium accessibility area, the site is a short walk away from The Avenue and Lodge Road which both offer a regular bus services into and out of the city, and local shopping and amenities.

No residents car parking permit scheme operates in the area.

## **Proposal**

Planning permission is sought for the conversion of the office (B1) to residential (C3) use. The proposal comprises of 12 individual residential units (9 x studio flats, 2 x 1 bed flats and 1 x 3 bed flat) with private amenity space, refuse storage and cycle storage provided. The proposal yields a residential density of 180 dwellings per hectare. (The 1995 approved scheme had a density of 164 dwellings per hectare).

All dwellings have access to private amenity space. The proposed 3 bed unit has a private amenity area of 20m<sup>2</sup>; a one bed unit to the front of the building has 10m<sup>2</sup> of private amenity space while the remaining 190m<sup>2</sup> of amenity space will be shared by the tenants of the other units.

A purpose built refuse store is proposed to the front of the site, while cycle storage is provided internally.

The site's frontage is to be landscaped and a low boundary wall reinstated to provide a defensible space between the highway and front bedrooms windows.

## **Relevant Planning Policy**

### LDF Core Strategy - Planning Southampton to 2026

Following the receipt of the Inspector's Report from the Examination into the Southampton Core Strategy Development Plan Document (13/10/2009) and its consideration and adoption by the Council (20/01/2010) the policies of the LDF Core Strategy, and those "saved" from the Local Plan Review, form the planning policy framework against which this application should be determined.

The relevant CS policies and the "saved" policies from the Local Plan Review are set out at **Appendix 1**. The adopted LDF Core Strategy Policy CS13 (Fundamentals of Design), as supported by Local Plan Policy SDP1 (i), is relevant in the determination of this application, as are policies CS5 of the adopted Core Strategy and saved policy H5 of the adopted Local Plan Review.

Policy SDP1(i) requires planning permission to only be granted for development which does not unacceptably affect the health, safety and amenity of the city and its citizens.

Policy CS13 (11) expands on this requiring urban form and scale to be considered and advocates the need to make higher densities work, being of an appropriate scale, massing and appearance.

Policy CS5 advocates that intensification and higher densities will be appropriate in some areas of the city in order to make best use of land, to support a range of local services and infrastructure and to create a residential environment with a mix of housing including smaller units and affordable housing. At all densities, residential development should be high quality, energy efficient and in line with best practice in sustainability and should maximise outdoor space, for example by providing gardens, roof terraces or balconies.

When considering the conversion of a non-residential use to residential policies H5 and H7 requires consideration to be given to the councils maximum car parking standards, the site's location in relation to public transport, local amenities and suitable pedestrian facilities as well as ensuring that the proposal results in the creation of a satisfactory residential environment.

### Sustainability Implications

Major developments are expected to meet high sustainable construction standards in accordance with the City Council's adopted and emerging policies. In accordance with adopted Core Strategy Policy CS20 and Local Plan saved Policy SDP13 the applicants have submitted a 'Sustainable Development Checklist' to support their application and have made a commitment to achieving on site renewable energy measures.

The Council's Sustainability Team has confirmed that they are able to support this approach subject to the imposition of conditions to agree a comprehensive energy management plan including measures and techniques to minimise energy consumption during the lifetime of the development and full details for renewable energy systems to be incorporated within the development.

### **Relevant Planning History**

Originally a residential dwelling, the property has been in use as an office since the early 1960's with a flat at 59a being converted to additional office space in 1972.

In 1995 planning permission was granted for the redevelopment of the site as flats, but this scheme was never implemented (941431/W).

### **Consultation Responses and Notification Representations**

The application is supported by a 'Statement of Community Involvement', which details how the applicant engaged with the local community prior to the formal planning submission. The applicant sent letters to direct neighbours of the site detailing their intention of conversion.

Following the receipt of the planning application a publicity exercise in line with department procedures was undertaken which included notifying adjoining and nearby landowners, placing a press advertisement (15.04.2010) and erecting a site notice (08.04.2010).

At the time of writing the report **2** objections have been received from surrounding residents. Planning related comments can be summarised as follows:

#### **The number of proposed dwellings is excessive.**

##### Response

The site does exceed density levels prescribed for areas of medium accessibility. However, density levels must be considered in relation to the type and quality of residential accommodation proposed. The proposal converts an existing building which apart from the modest bin store does not increase site coverage. The site does not demonstrate attributes of overdevelopment, as discussed below, and as such the number of units proposed is not considered to be an over intensive use of the site.

#### **It is thought that an earlier application to convert the premises into flats was refused.**

##### Response

No such refusal was found on planning records.

#### **Lack of onsite parking will exacerbate the existing parking problems within Avenue Road/Cedar Road to the detriment of highway safety.**

##### Response

It is appreciated that there is a high demand for on street car parking within this area. However, A zero parking scheme complies with the local planning authorities maximum car parking standards, as set out in policy SDP5 of the adopted local plan review.

#### **Refuse is a problem if not correctly stored. The pavements are routinely littered with bins, and there is always rubbish present on pavements in gardens etc.**

##### Response

The proposal provides sufficient refuse storage for all units, which is easily accessible from the highway.

## **An increase in noise as a result of the change of use proposed.**

### Response

Whilst this may result from the intensity of use, other legislation exists to control noisy neighbours.

**The use of the site is not at odds with the surrounding area. The site has long been used for commercial premises and other commercial uses are located on Avenue Road and in the surrounding area.**

### Response

See comments below.

**The site does not provide first for the disabled nor does it provide 20% affordable housing as required by policy CS15 of the adopted Core Strategy.**

### Response

The benefits of retaining the existing building is a key consideration when assessing this application. The site does not provide access for the disabled at the present time. Should a proposal for the redevelopment of the site come forward then the council would insist that such a provision was made. It is important to note that many developments within the city do make provision for disabled access and as such there is a choice of accommodation for people with particular access needs. The requirements of the DDA would be met by part M of the Building Regulations.

A financial contribution to the council is sought from the applicant for the provision of off site affordable housing via the S106 process.

## Summary of Consultation comments

### **SCC Highways**

In order to comply with Highway Safety standards it has been necessary for all parking to the front of the site to have been removed. This is due to the fact that the car parking spaces were too small and cars parked in these spaces would have overhung the pavement.

The revised plans reinstate the front boundary wall and provide a front garden. There are no objections to the application on highways grounds subject to the imposition of conditions to ensure contractors equipment and materials is kept off the highway, reinstatement of a dropped kerb/access and appropriate construction of the refuse store.

### **SCC Sustainability**

No objections raised subject to the attached planning conditions to provide onsite renewable energy, water efficiency measures and energy efficiency measures.

### **SCC Housing Development**

The affordable housing requirement for this scheme is 2.4 dwellings. Policy CS15 of the adopted Core Strategy sets a hierarchy for the provision of affordable housing which allows an onsite contribution to affordable housing, the provision of affordable housing on an alternative and suitable site or commuted financial payment to be utilised in providing affordable housing on an alternative site.

The size of the units proposed are not considered suitable for affordable housing. As such, a commuted financial payment through S106 contribution is appropriate.

## **SCC Environmental Health (Contamination)**

This department does not recognise any land contamination risks that could affect this proposal and has no objection to approval be given.

## **SCC Environmental Health (Pollution & Safety)**

No objection raised subject to the attached planning condition to control the hours of construction on site and prohibit on-site bonfires.

## **SCC Ecologist**

No objections raised subject to a condition being imposed which requires the building's roof space to be inspected for Bats prior to the commencement of conversion work. If Bats are discovered, work must be stopped and advice sought from Natural England on how to proceed.

## **Southern Water**

No objections raised subject to the imposition of conditions relating to details of foul sewerage disposal and means of surface water disposal.

## **Planning Consideration Key Issues**

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

- i. The principle of development;
- ii. Design, density & impact on established character;
- iii. Residential amenity;
- iv. Highways and parking;

### **The Principle of Development**

The principle of conversion from Office use (B1) to Residential (C3) is considered acceptable. The site is not allocated for a specific purpose within the adopted local plan review.

The loss of the use of the building for office purposes is not considered to be detrimental to the availability of office space within the city. The London Road area of Southampton, which is just a short walk from the application site, is specifically allocated as an area for the retention and development of office space within the city. There are currently a number of available office units within this area.

A residential conversion is the most appropriate use for this building when considered in relation to its location and the existing neighbouring uses.

### **Design, density & impact on established character**

Only minor external alterations to the windows and doorways are proposed, including the introduction of a purpose built refuse store and the re-instatement of a front boundary wall. The refuse store has been designed to appear as an extension to the main building, rather than a stand alone structure, and will allow direct access by all residents.

A low front boundary wall is in keeping with existing residential frontages in the area. The wall will provide a defensible space between the street and ground floor habitable room windows.

Internally, the residential units have been designed to make use of the existing room layout. Each unit is considered to enjoy adequate outlook and natural light.

The density of the development does exceed the density level range prescribed for a medium accessibility area as set out in policy CS5 of the adopted Core Strategy. However, the proposal does not result in the site being over-developed. As policy CS5 states 'Intensification and higher densities will be appropriate in some areas of the city in order to make best use of land, to support a range of local services and infrastructure and to create a residential environment with a mix of housing including smaller units and affordable housing'.

Residential accommodation within the Inner Avenue is made up of a range of unit sizes and accommodation types. With the majority of properties having traditionally been family houses, a number of these properties have now been converted into one and two bedroom accommodation. The houses that remain are either occupied by families, students or let as houses in multiple occupation. The site's close proximity to the city centre and both Southampton's universities means that there is a demand for a range of unit sizes within this area.

The mix of unit types within this development meets the criteria of policy CS16 of the adopted Core Strategy. One three bed unit suitable for family occupancy has been provided. Given that the proposal is making use of an existing building and is restricted by layout, the local planning authority have (through the course of pre-application discussions) offered some flexibility with regards to this issue and agreed that the provision of one three bed unit is acceptable. The ground floor three bed unit has direct access to a private and usable area of amenity space and has sufficient outlook and light to the unit.

All units have direct access to private and usable garden area that meets the minimum requirements of the residential design guide. Sufficient refuse and cycle storage is provided.

The character of the surrounding area is predominately residential. There are a few small businesses located within the residential streets of the Inner Avenue, but residential accommodation is the primary use. Whilst the use of the site will be intensified through its use both day and night, the way in which it will be used is no different to the existing neighbouring uses.

There is to be no parking on site and as such movement on the premises will be restricted to pedestrian activity. It is judged that there will be no harm caused to the established character of the area as a result of this proposed development. In addition, movements associated with a commercial use will be removed from this residential area.

Given that this proposal seeks to convert an existing building which can provide an appropriate residential environment for all future tenants of the site, it is considered that an intensified density level is acceptable and the number of units on site does not result in an over intensive use of the site.

### **Residential Amenity**

The proposal meets all residential amenity standards. A sufficient amount of private and useable garden space is provided for all units. The provision of amenity space falls 7m<sup>2</sup> short of the required amount, this is considered negligible and the quality and usability of the space outweighs the deficit. The amenity space is bounded by a high level brick wall which makes it private and reduces the impact of its use on neighbouring dwellings.

As a result of the original design of the building, first floor windows sit above the average eye height. As such, the privacy of neighbouring dwelling is retained, yet sufficient light and outlook is provided for future occupants of the units.

Refuse and cycle storage is appropriately and conveniently designed into the proposal.

### **Highways and Parking**

At present the site has four off road parking spaces to serve the existing office block with additional parking to the rear (accessed via an internal garage). It was the applicants' intention to retain parking on site. However, the size of the spaces does not conform to current standards. By reason of their length cars parked on the frontage overhand the public highway. Therefore, in the interest of highway safety the applicant was asked to remove all parking spaces to the front of the site, and re-instate a front boundary wall.

It is appreciated that there is a high demand for on street car parking within this area. However, A zero parking scheme complies with the local planning authorities maximum car parking standards, as set out in policy SDP5 of the adopted local plan review and as such a zero parking scheme is not reason enough to refuse the application.

### **S.106 Legal Agreement**

In the event of the recommendation is supported the applicants must have agreed to enter into a S.106 Legal Agreement with the council in order to secure contributions towards transport, affordable housing, open space and public realm improvements that mitigate the development's direct impacts.

### **Summary**

The development is considered to respond successfully to the requirements of the recently adopted Core Strategy to provide a appropriate residential environment for future occupiers of the site, provide a mix of residential accommodation and the council's aspirations for the provision of on-site renewable energy.

### **Conclusion**

This application has been assessed as being acceptable to residential amenity and its local context. The application is recommended for conditional approval, subject to the completion of the aforementioned S.106 Legal Agreement

### **Corporate Awareness Considerations**

The planning assessment made on this planning application proposal has taken into account the relative importance of Council initiatives and corporate aims as considered appropriate to the formulation of the recommendation reached. The recommendation is considered to accord with the wider aims and objectives of the council's agenda.

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

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

1(a), 1(b), 1(c), 1 (d), 2 (c), 2 (d), 2 (e), 4(s), 5 (e), 6(a), 6(c), 6(h), 7 (a), 7(c), 7 (m), 7 (q), 8(a), 9(a) and 9(b)

(BG 10.05.10 for 25.05.10 PRow Panel)





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RECOMMENDATION: CAP

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## **CONDITIONS for 10/00311/FUL**

### 01. APPROVAL CONDITION - Full Permission Timing Condition - Change of use

The use 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 the front boundary wall and refuse store has been submitted to and approved in writing by the Local Planning Authority. Details shall include all 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 - 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.

#### 04. APPROVAL CONDITION - Renewable Energy (Pre-Commencement Condition)

Prior to development of this proposal commencing full details of the renewable energy systems to be incorporated within the development shall be submitted to and agreed in writing with the Local Planning Authority. The details should include the full specification of the air source heat pump which shall achieve the agreed target of 10% reduced CO2 emissions as detailed within the agreed submitted energy assessment.

##### REASON:

To reduce the impact of the development on climate change and finite energy resources and to comply with policy CS20 of the Local Development Framework Core Strategy Development Plan Document Adopted Version (January 2010). Also to comply with policy NRM11 of the Regional Spatial Strategy for the South East of England adopted version (May 2009).

#### 05. APPROVAL CONDITION - Energy Efficiency Measures (Pre-Commencement Condition)

A comprehensive energy assessment for all the properties on the site should be submitted to the Local Planning Authority prior to the commencement of the development. The energy assessment shall inform an energy management plan including measures and techniques to minimise energy consumption during the lifetime of the development. The plan shall state the percentage improvement over Target Emission Rate (TER) as determined by the 2006 Building Regulation Standards, and contain clear targets and a monitoring programme. The energy management plan shall be submitted to the Local Planning Authority prior to the commencement of the development hereby granted consent.

##### REASON:

To minimise energy consumption and to comply with adopted policy CS20 of the Local Development Framework Core Strategy Development Plan Document Adopted Version (January 2010). Also to comply with policy NRM11 of the Regional Spatial Strategy for the South East of England adopted version (May 2009).

#### 06. APPROVAL CONDITION - Water efficiency measures (Pre-Commencement Condition)

A comprehensive water management plan including measures and techniques to minimise water consumption during the lifetime of the development shall be submitted to and approved in writing by the Local Planning Authority. The plan shall state the internal potable water consumption rates in litres per person per day (l/p/d) for each measure/technique adopted, and the plan shall be submitted to the Local Planning Authority and approved in writing prior to the commencement of the development hereby granted consent.

##### REASON:

To minimise the impact of the development on water resources and to comply with policy CS20 of the Local Development Framework Core Strategy Development Plan Document Adopted Version (January 2010).

#### 07. APPROVAL CONDITION - Bat Inspection [Prior Commencement Condition]

Prior to the development taking place, the building must be inspected for the presence of Bats. If Bats are discovered within the building work must be stopped, the local planning authority informed and advice sought from Natural England on how to proceed. Development must not proceed until the developer has written confirmation from the local planning authority that the works can proceed. If Bats are not discovered within the building this must be put in writing to the local planning authority prior to the commencement of works.

##### Reason:

For the safeguarding of species protected by The Wildlife & Countryside Act 1981 (as amended) and the conservation of biodiversity as the site is potentially of ecological interest.

#### 08. APPROVAL CONDITION - Wheel Cleaning Facilities [Pre-Use Condition]

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 are sufficiently clean to prevent mud being carried onto the highway.

Reason:

In the interests of highway safety.

#### 09. APPROVAL CONDITION - Contractors Compound (Pre-Commencement Condition)

No commencement of work pertaining to this permission shall be carried out on the site unless and until there is available within the site, provision for all temporary contractors buildings, plant and storage of materials associated with the development and such provision shall be retained for these purposes throughout the period of work on the site; and the provision for the temporary parking of vehicles and the loading and unloading of vehicles associated with the phased works and other operations on the site throughout the period of work required to implement the development hereby permitted in accordance with details to be submitted to and agreed in writing by the Local Planning Authority.

Reason:

To avoid undue congestion on the site and consequent obstruction to the access in the interests of road safety.

#### 10. APPROVAL CONDITION - Stopping up existing access [Pre-Commencement Condition]

Any redundant access to the site shall be stopped up and abandoned and the footway, and verge crossings and kerbs shall be reinstated before the development is brought into use.

Reason:

To provide safe access to the development and to prevent congestion on the highway.

#### 11. 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.

#### 12. 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.

#### 13. APPROVAL CONDITION - Amenity Space Access, Refuse and Cycle Storage [Pre-Occupation Condition]

The amenity space, refuse and cycle storage serving the development hereby approved, and pedestrian access to it, shall be made available as a prior to the first occupation of the development hereby permitted and shall be retained with access to it at all times for the use of the flat units.

**REASON:**

To ensure the provision of adequate amenity space, refuse and cycle storage in association with the approved flats.

**14. APPROVAL CONDITION - Surface Water Disposal - [Pre-commencement condition]**

Construction of the development shall not commence until details of the proposed means of surface water disposal have been submitted to, and approved by the local planning authority. Once approved the development shall be implemented in accordance with the agreed details and thereafter retained and maintained at all times.

**Reason**

To ensure appropriate on site drainage provision.

**15. APPROVAL CONDITION - Foul Sewerage Disposal - [Pre-commencement condition]**

Construction of the development shall not commence until details of the proposed means of foul sewerage disposal have been submitted to, and approved by the local planning authority. Once approved the development shall be implemented in accordance with the agreed details and thereafter retained and maintained at all times.

**Reason**

To ensure appropriate connection with the foul drainage system.

**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 including the loss of office accommodation, the impact on the residential amenity of neighbouring dwellings and highway safety issues have been considered and are not judged to have sufficient weight to justify a refusal of the application, and where applicable conditions have been applied in order to satisfy these matters. Objections regarding overintensive use of the site, where the quality of living accommodation proposed is of an acceptable standard, have been carefully considered. The proposals are considered to be an appropriate re-use of an existing building. The scheme is therefore judged to be in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and thus planning permission should therefore be granted.

Saved Policies - SDP1(i), SDP5, SDP7 (iv) (v), SDP9 (v) H2 (ii) (iii) (vii), H5, CLT5, CLT6, of the City of Southampton Local Plan Review (March 2006).

CS5, CS13 (11) (12), CS15, CS16, CS19, CS20 of the adopted Core Strategy (January 2010).

**Note to Applicant - Pre-Commencement Conditions**

Your attention is drawn to the pre-commencement conditions above which require the full terms of the condition to be satisfied before development commences. In order to discharge these conditions you are advised that a formal application for condition discharge is required. You should allow approximately 8 weeks, following validation, for a decision to be made on such an application. It is important that you note that if development commences in without the condition having been formally discharged by the Council in writing, any development taking place will be unauthorised in planning terms, invalidating the Planning Permission issued. Furthermore this may result in the Council taking enforcement action against the unauthorised development. If you are in any doubt please contact the Council's Development Control Service.

**Informative:-**

A formal application for connection to the public sewerage system is required in order to service this development. To initiate a sewer capacity check to identify the appropriate connection point for development please contact Atkins Ltd, Anglo St James House, 39A Southgate Street, Winchester, So23 9EH (01962 858688) or southernwater.co.uk.

**POLICY CONTEXT**

The application needs to be assessed in the light of the following local planning policies.

***City of Southampton Local Plan Review- Adopted Version March 2006***

Saved policies

SDP1	Quality of Development
SDP5	Parking
SDP7	Context
SDP9	Scale, massing and appearance
H2	Previously Developed Land
H7	Residential Environment
CLT 5	Open Space
CLT6	Children's play space

**Core Strategy – Adopted Version January 2010**

CS5	Housing Density
CS13	Fundamentals of Design
CS16	Housing Mix and Type
CS19	Cycles and Car parking
CS20	Tackling and Adapting to Climate Change

**Supplementary Planning Guidance**

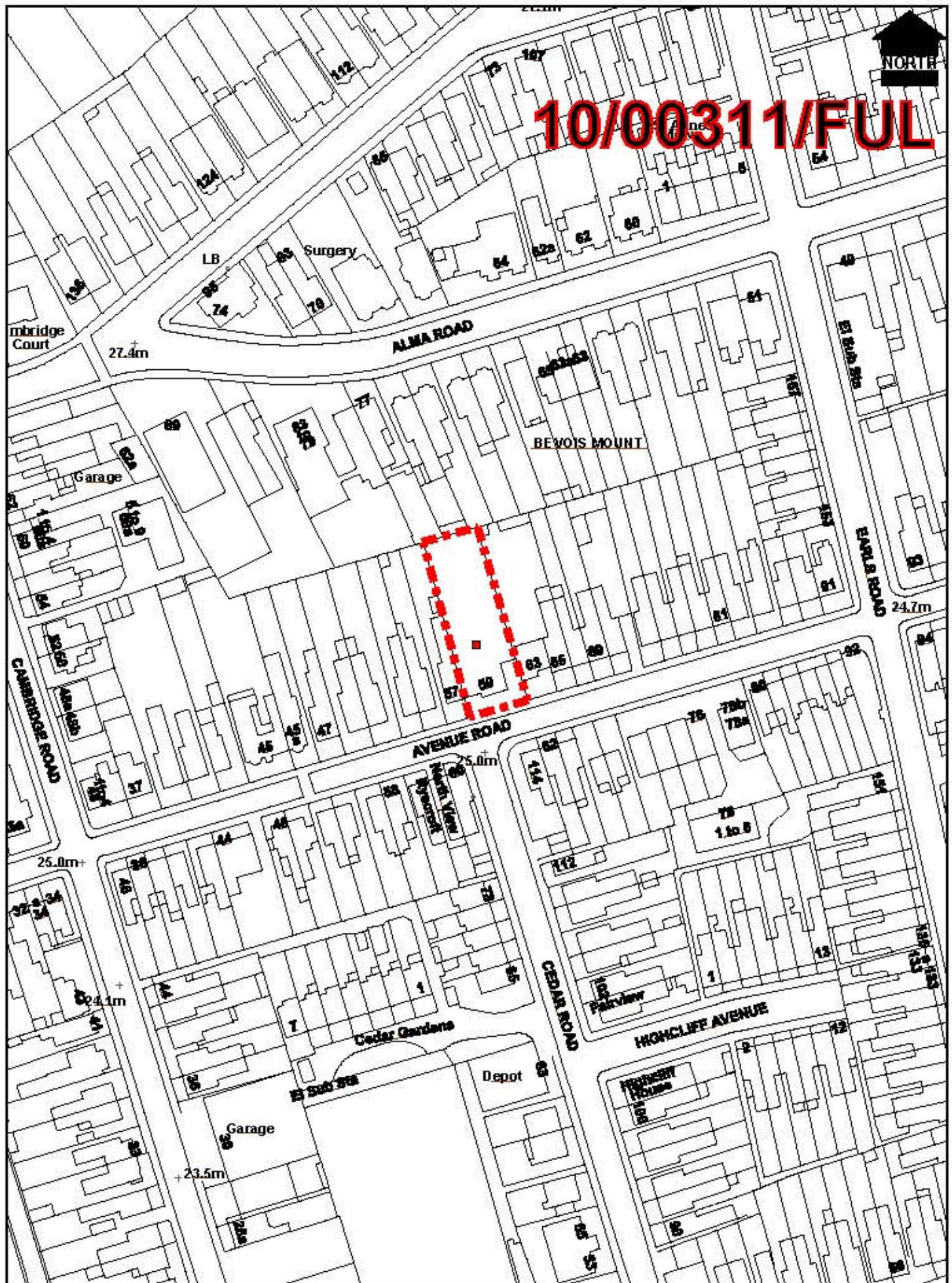
Residential Design Guide (September 2006)  
Planning Obligations (August 2005)

**Other relevant guidance**

PPS1 – Sustainable Development  
PPS 3 – Housing  
PPG13 – Transport  
PPG17 – Planning for open space, sport and recreation



10/00311/FUL



Scale : 1:1250

Date : 13 May 2010

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59 Avenue Road

