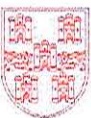
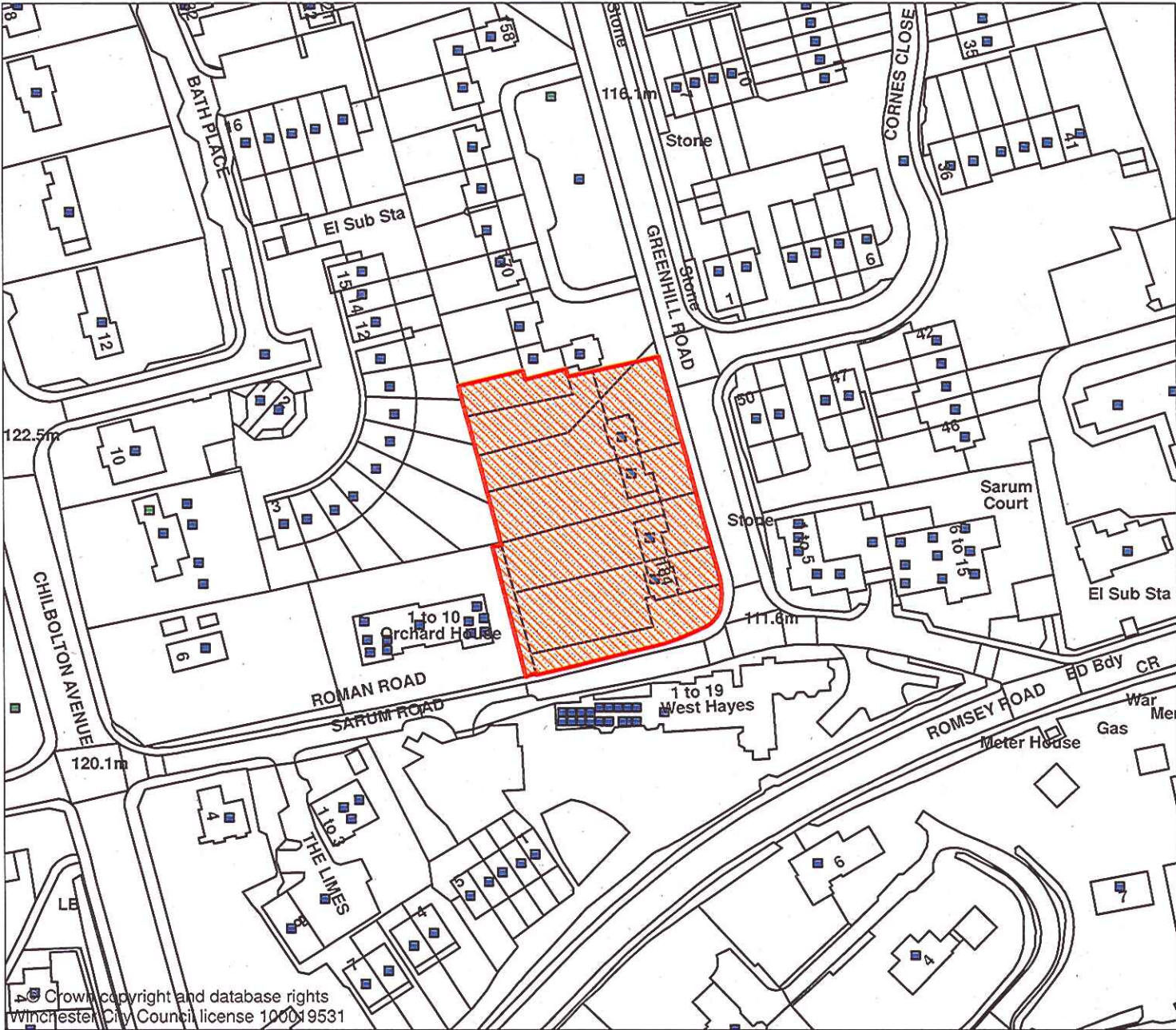


180 Greenhill Road, Winchester, SO22 5DR

16/00517/FUL



Winchester  
City Council



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Legend

Scale: 0 0.0125 0.025 0.05 KM

Organisation	Winchester City Council
Department	Winchester GIS
Comments	1:1250
Date	11/07/2017
PSMA Number	100019531



WINCHESTER CITY COUNCIL  
PLANNING COMMITTEE AGENDA

**Item No:** 5  
**Case No:** 16/00517/FUL  
**Proposal Description:** Replacement of four semi-detached houses with student accommodation: 2 x studios, 3 x3 bed flats, 14 x 4 bed flats, 3 x 5 bed flats, 12 x 6 bed flats, 1 x 7 bed flat and a Wardens flat, together with amenity space, cycle storage, bin store and operational car parking. (amended scheme).  
**Address:** 178-184 Greenhill Road, Winchester. SO22 5DR  
**Parish, or Ward if within Winchester City:** St Pauls Winchester  
**Applicants Name:** Mr Rob Buckland JLW Winchester LLP  
**Case Officer:** Stephen Cornwell  
**Date Valid:** 21March 2016  
**Recommendation:** Application Permitted

**General Comments**

This application is reported to Committee because of the number of objections received contrary to the Officer's recommendation.

**AMENDED PLANS DATE:-**

The application has been revised since it was first submitted with a full set of amended plans together with changes to the supporting information submitted in March 2017. These revisions were the subject of a second consultation exercise. The consideration of the application outlined below is based on the revised plans and details. Some further clarification has been sought on a small number of matters in June 2017 but nothing has emerged that would justify a further consultation exercise.

**Amended Plans:**

**Student Accommodation Sarum Road Winchester**

- Section a-a and Section b-b including typical window elevation and plan section drawing number 0104.100A dated March 2017.
- Site Plan drawing number 0104.103B dated March 2017.
- Elevation to Sarum Road drawing number 0104.104B dated March 2017.
- Elevation to Greenhill Road drawing number 0104.105A dated March 2017.
- Building 1 Ground & First Floor Plan drawing number 0104.106A dated March 2106.
- Building 1 Second & Third Floor Plan drawing number 0104.107A dated March 2016.
- Building 1 South & West Elevation Plan drawing number 0104.108B dated March 2017.
- Building 1 North & East Elevation Plan drawing number 0104.109B dated March 2017.
- Building 2 Ground & First Floor Plan drawing number 0104.110A dated March 2017



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- Building 2 Ground & First Floor Plan drawing number 0104.110A dated March 2017.
- Building 2 Ground & First Floor Plan drawing number 0104.110A dated March 2017.
- Building 2 Second & Third Floor Plan drawing number 0104.111A dated March 2017.
- Building 2 Elevation Plan drawing number 0104.112C dated March 2016.
- Sections c-c, d-d, e-e drawing number 0104.113 dated May 2017.

**Site Description**

The site of 0.3 hectares is located on the corner of Greenhill Road and Sarum Road. It is presently occupied by two pairs of semi detached houses (nos. 178 to 184 inclusive). These properties are orientated to face Greenhill Road. The long rear gardens to these properties have been shortened and this ground, which is also part of the application site, is overgrown. At the closest, the properties are set back 8m from the pavement on Greenhill Road. To Sarum Road no. 184 offers its end elevation which is 9m from the inside edge of the pavement. A close boarded fence steps out from the rear corner of this property and runs up to the boundary with Orchard House offering a 4m wide open verge to Sarum Road. General ground levels fall from west to east and from north to south. This is reflected in the elevated height of the site on the corner with the site levels running out in both directions.

To the north of the site the two storey frontage development continues along Greenhill Road. Opposite the application site on the corner of Sarum Road is the recent 2/3 storey flat development of Saurm Court. Also opposite the site on Greenhill Road is Cornes Close a cul de sac development of 2/3 storey townhouses. To the west of the site fronting Sarum Road is Orchard House a 2 storey flat development with a basement and further rooms in the roof. Behind the northern part of the site is the 2/3 storey development at Bath Place. On the south side of Sarum Road is West Hayes a long 2 storey property with further rooms in the roof.

On street parking in the area is covered by a residents permit zone. This restricts parking in the designated bays Monday to Saturdays between 0800 hours and 1800 hours. Each residential property can apply for a limited number of permits for residents and visitors. Designated parking areas for permit holders are marked out on the western side of Greenhill Road. On the rest of the road, parking is restricted by single yellow lines which mean no parking on weekdays between the hours of 0800 and 1800 hours. Parking restrictions also apply in Cornes Close and on Sarum Road.

Off to the east beyond the Cornes Close development on the northern side of Romsey Road is the West Down university campus. A footpath link through Cornes Close offers the most direct route from Greenhill Road to the West Down Campus. The gate on this path displays a sign stating that the route will be closed in the evening. The Main university campus lies off to the south east. To access the main campus on foot, the most direct route is to cross Romsey Road and walk down Queens Road.

The site has good connections to the local bus network towards the city centre via Romsey Road. The Teg Down service (no 4) runs past the site on Greenhill Road with a number of other services operating along the Romsey Road (nos 5, 46, E1, E2 & 66).



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The application site contains two trees on the road frontages. The tree on the corner of Greenhill Road and Sarum Road is covered by a provisional Tree Preservation Order (TPO) whilst the tree in front of no. 176 is covered by a confirmed TPO. Excluding the TPO designations, the site carries no building or environmental designations. There are individual TPOs and an area TPO on trees beyond the western boundary of the site within the grounds of Orchard House and properties off Bath Place. These partly overhang a section of the application site.

**Proposal**

This application would see the demolition of the existing 4 houses and the construction of two buildings containing a total of 138 bedrooms in 28 flats. One block would be orientated to face both Greenhill Road and Sarum Road (Building no1) and the second oriented to face Greenhill Road. Building no1 would be the larger of the two. Both buildings would be 3 storeys with additional accommodation within the roof space. These rooms would be lit by multiple velux windows. The roofs of both buildings would contain central flat areas. Building no2 has a roof all on the same level, but building no1 has a roof with two levels with the lower section on the corner of the building.

Building no2 is shown at its closest, 7.5m back from the edge of the pavement on Greenhill Road. Building no1, would be 7.5 and 9.3m back from the edge of the pavement to Greenhill Road and to Sarum Road the variations are more extreme ranging from 6m to 12m reflecting the steps and setbacks within this elevation. On the Greenhill Road frontage there will be a new access leading through between the two buildings in the 6.2m gap to a central yard area.

Sections show the intention to excavate the site to allow the ground floors to be sunken into the ground. The excavations would be most extensive (1.8-2m) at the northern and western ends of the site, whilst the excavations taper out towards the corner, the need to leave the ground within the root protection area of the cherry tree that is to be retained will also involve adjustments to ground levels in this area leaving the RPA as a raised area relative to the ground floor of the building. The level of the ground in the northwest part of the application site will remain unchanged and will be an amenity area for residents. Access to this area will be gained via a flight of steps up from the central yard area between and behind the buildings. This area will also accommodate the bike lockers and the refuse bin store. On those elevations where the ground is to be excavated the remaining ground will need to be graded back from the building to ensure adequate light reaching any windows in those elevations.

The sections through the site and buildings also show the relative height of the proposals in relation to adjoining properties. Building no2 would be 1m taller than no 176 Greenhill Road but no higher than the three storey properties on Cornes Close. On Sarum Road the sections show the height of Building no1 stepping down from the height of Orchard House with the fall continuing through to the three storey element of Sarum Court. Regarding materials, a note on one of the plans refers to the use of plain clay tiles on the roof and red/orange stock brick for the walls. Some of the internal walls about the outside walls in the centre of window frames. Where this has occurred at Sparkford Close the result has been a wide mullion. A detail of this joint has been provided to show that such a bulky detail will not occur in this instance.



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The accommodation to be provided would be rented to students. It will consist of a mix of 3, 4, 5, 6, 7 & 8 bed flats with shared bathrooms, WCs, a kitchen and lounge area. The concept is that groups of 2nd and 3<sup>rd</sup> year students get together and rent units depending on the size of the group. Seventeen flats will be contained in building no1 and 10 flats in building no2. A warden's flat is also shown and this will be located in building no2.

It is intended to limit car parking on site to just two spaces whose use is to be via a booking system operated through the warden. Thirty four cycle lockers and 22 cycle hoops are to be provided.

Through the tenancy agreement, residents would sign up to state that they would not bring a car with them.

The cherry tree on the corner is to be retained with no disturbance to its root protection area. The tree at the northern end of the site fronting Greenhill Road is assessed as in poor condition with limited life. It is proposed to replace this tree and the plans show further feature trees to be planted on both road frontages.

When originally submitted, in addition to the form and plans the application was accompanied by the following documents:

Management Plan dated Feb 2016.

Planning and Design Access Statement dated March 2016

Arboricultural Impact Appraisal & Method Statement dated March 2016

Schedule of Accommodation dated March 2016

Biodiversity Checklist

The Management Plan and the Schedule of accommodation have been updated.

The following points have been taken from all the supporting information:

- In recent years the University has struggled to accommodate even first year students.
- University has several residential halls but these only offered to first year students.
- Very little purpose built accommodation on offer for 2<sup>nd</sup> and 3<sup>rd</sup> year students.
- One exception is Sparkfield Close with 115 students in cluster flats.
- Aware article 4 direction in Stanmore.
- Surrounding area eclectic mix of styles with 3 & 3.5 storey. Orchard House west Hayes and Sarum Court all flats.
- Have gone through detailed pre application discussions to arrive at current proposal. Further revisions made following initial comments on application and in response to comments from officers.
- Consider the units to fall within Class C2 of use classes order.
- Proposal does not attract AHC or CIL contribution.
- Site is 1.1km from city centre, 200m from West Down Campus and 600m from main university campus.
- Proposal complies with planning policy framework from NPPF through to local plans and neighbourhood design statement.



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- Consider scheme high quality sympathetic and appropriate in character and appearance.
- Have used topography and made variations in roof scape, design and materials to create visually interesting elevations.
- Have followed advice to understate design as building turns corner of Greenhill Road and Sarum Road.
- From Orchard House proposal steps down towards corner whilst on Greenhill Road design reflects that of buildings opposite. Proposal then blends into 176 with stand off and no windows which maintains amenity of that property.
- Will operate same policy as university that precludes residents parking on site.
- Residents also excluded from obtaining permits for parking in road.
- Corner tree to be retained and others planted along both frontages.
- Proposed site operators (Super Uni) have extensive experience of managing student accommodation and the management plan will address many of perceived issues of nuisance.
- Warden will not be using one of the parking spaces on site.

A copy of the Management Plan has been submitted. The plan addresses 5 areas:

- 1) Traffic/parking
- 2) Pedestrians, cyclists and vehicle movements
- 3) Onsite parking
- 4) Refuse disposal
- 5) On site warden and security

The following points have been taken from the plan:

- Accommodation let from July and in use 52 weeks a year.
- Anticipate occupants will be university students but they could be attending other educational establishments.
- Anticipate 2<sup>nd</sup> or 3<sup>rd</sup> year students. They have more staggered arrival and departure arrangements whilst 1<sup>st</sup> year students all arrive at same time. Therefore no traffic congestion occurs.
- Students can also reserve one of the two parking spaces for 3 hours to unload or load belongings.
- Will operate same car parking policy as university which does not allow residential students to bring cars to site.
- Super Uni will use private car parking Management Company to enforce restriction on site.
- Cycle storage provided by either secure locker or Sheffield hoops.
- Residential warden on site.
- Students will also appoint assistant wardens
- Neighbours to be given 24 hours contact number.
- Warden will deal with any noise impacting on neighbours and will daily check site for litter.
- Part of tenancy agreements signed by students includes requirement not to cause nuisance to residents living next door.
- At start of tenancy each student given copy of manual that sets out expectations regarding behaviour and concerns over noise.
- Refuse and recycling bins provided and emptied twice a week through private contract.
- Refuse vehicle will reverse into site and keep clear of road whilst emptying bins.



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It has been confirmed with the applicant that the standard tenancy agreement allows for a student to be asked to vacate the property should they cause nuisance, annoyance, damage to property or breach the parking rules.

The applicant has stated that they have seen the letters of representation and in response state:

- Unaware of problems at Sparkford Close. Wardens log records only 2 complaints over a ten month period (both from same resident) relating to noise.
- Regarding standard of accommodation university rooms with ensuite better suited to foreign and first year students. In proposed flats all people sharing know each other. All rooms exceed the requirements of the Winchester Accreditation Scheme.
- Have regular contact with University Accommodation Officer. Also attend Landlord forum meetings hosted by university.
- Have no objection to extending wardens role to include Orchard House.

Note the views of the planning inspector at appeal relating to Sparkford Road site when he supported purpose built accommodation close to university which helps facilitate no car policy when weighed against potential impacts of cars if accommodation located in more peripheral areas. Inspector also expressed view that residents close to University establishments must expect some level of disruption.

### Relevant Planning History

None.

### Consultations

Highways: No objection

- Proposal includes 34 cycle lockers, 2 operational car parking spaces and designated bin storage area.
- Location within the outer controlled residents parking zone.
- All parking on street either controlled by yellow lines or residents permit system.
- Parking officers do patrol area and 59 enforcement notices issued during period 1 May 2015 & 30 April 2016.
- New Development not eligible for permits so this will discourage students bring car with them.
- Consider application acceptable, redevelopment will not generate any significant traffic movements given sustainable location, lack of on site parking and control of street parking.
- Wish to see following elements conditioned: cycle lockers, car parking, refuse management plan, no obstruction of parking spaces or entrance, no mud on road during construction and parking plan for construction traffic.

In view of the strength of the objections on traffic grounds the highway engineer was asked to comment on the nature of the objections and the following addendum to his original comment has been received:

- Believe that the objections are based on speculation rather than reality.
- I have obtained accident data from HCC as highway authority for the Greenhill Road / Sarum Road junction. This has confirmed that there have been no personal injury accidents at this location in the last 5 years.
- The junction is trafficked calmed through a table top and has visibility splays in accordance with advice contained within Manual for Streets. Junction geometry is standard and the junction is lit. I therefore do not consider this junction to be dangerous.



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- The site will have two operational car parking spaces.
- The City Council has no formal parking standards for this type of development and indeed we would not wish to encourage car usage for this type of development.
- The two operational spaces are deemed to be adequate given the type of use and the sustainable location, close to public transport connections, amenities and the College itself.
- Taxis and delivery vehicles will be able to park within the site although it is likely that some usage will be made of the on street car parking for such vehicles, which happens at present without any apparent problems.
- Provision has been made for a refuse vehicle to be able to reverse into the site, so as to service the development clear of the highway. Given that the development will use large 1100 litre Euro Bins, it would not be practical to have to move these some distance from the bin storage area to the public highway and back again, when it would be far more convenient to service the site from within.
- The number of cycle storage lockers has been agreed through negotiation. It is highly unlikely that all residents will have a cycle, so the number of lockers is considered to be acceptable.
- Whilst the residents parking scheme is only in force between 8:00am and 6:00 pm, students cannot park cars at the college. The surrounding streets are also controlled by Traffic Regulation Orders, so unless a student parks in a public car park, or is fortunate enough to have an area of private land nearby on which to park a car during the day, ownership of a vehicle by a student would be neigh on impossible.
- As the ownership of cars by students will be nil, and the site will generate very few traffic movements through out the day, I cannot see that there will be any added harm to school children crossing the road.
- The applicant owns similar schemes within Winchester which appear to work well in highway terms. They operate a moving in and out procedure which is based on time slots spread over a week, so I do not see any problems occurring with cars being parked where they can.
- As mentioned above, the area is controlled by Traffic Regulation Orders and regular patrols take place by parking enforcement officers. Any cars parked without residents parking permits will be liable to enforcement action / prosecution as would any other "illegally" parked motorists. As the development will not be eligible for residents parking permits, the likelihood of receiving a parking ticket should act as a major deterrent.

Head of Environmental Health: No objection

No adverse comment to make on application.

Note inclusion of wardens flat and recommend consideration given to planning condition /agreement requiring provision of warden services on site at agreed specific times. Recommend conditions

WCC Drainage Engineer: No objection

- HCC need to be consulted with regards to surface water, but the developer needs to put forward a surface water plan first, I see HCC have already been consulted, but there was nothing for them to comment on.
- With regards to foul this is a significant increase in loading so Southern Water (SW) need to be consulted to confirm there is sufficient foul capacity, and that the developer has permission to connect. If there isn't capacity, then a solution needs to be found either on site by the developer or off site by SW.
- Request conditions on details of disposal of foul and surface water, notably confirmation from SW that capacity exists, that the developer has permission to connect, and that HCC have approved the surface water strategy.



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Head of Historic Environment - Urban Design Officer: Objection

- Objection but could be acceptable if concerns addressed.
- Substantial number of students will be accommodated on site resulting in building with a large footprint and mass.
- Proposal does not respond positively to character and context of the locality and comply with Policy DM16 (Site Design Criteria) and NPPF Section 7 requiring good design.
- Concerns relate to Southern block on corner of Sarum Road and Greenhill Road which is unsympathetic to existing scale of buildings due to large footprint and mass. It would be an improvement if block was divided into two.
- Accommodation in roof results in too many skylights which adds to visual clutter and is uncharacteristic of this context.
- Internal space and living environment could be improved. Offering 6, 7 & 8 bedroom flats constrains internal space resulting in impractical and insufficient kitchen/lounge/dining spaces for the proposed number of inhabitants with long corridors without natural light.

Head of Landscape - Landscape Officer: No objection

- No objection now retention of cheery tree on corner has been established and on understanding further planting on road frontages will occur.

Head of Landscape - Tree Officer: No objection

- Cherry tree on corner of Greenhill Road and Sarum Road was subject to a provisional TPO but this not confirmed.
- Cherry tree in front of 176 Greenhill Road has existing TPO on it but highlighted as a poor specimen tree. Note recommendation in arboriculture report to remove this tree and raise no objection to this proposal.
- Tree Protection Plan (TPP) should be updated to reflect latest amendments to scheme.
- Arboriculture Method Statement (AMS) also needs updating to reflect latest amendments to scheme.
- Case officer to decide of these updates needed prior to any decision or can be conditioned.
- No objection in principle subject to updating of TPP, AMS and other conditions.

Head of Landscape - Ecologist:

- Request that survey undertaken regarding signs of habitation of house or trees by birds or bats

Head of Strategic Planning:

- Principle  
Local Plan Part 1 Policy CP2 supports residential development to meet a range of community housing needs and provide a variety of dwelling types, tenures and sizes and, although student accommodation is not explicitly mentioned, it does refer to specialist forms of accommodation being provided. The principle of this development would therefore be acceptable within the boundaries of Winchester Town. It is considered that this application complies with CP2. Although there is a loss of a small amount of family units, there is a gain of another form of accommodation. The proposal may also result in a reduction in the number of HMOs in the area if students choose this purpose-built accommodation in preference.



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- Local Distinctiveness

The proposal should respect the character of the local area in accordance with DM15 (Local Distinctiveness). Amongst other matters, the policy requires proposals to conserve or enhance the landscape and townscape framework, including any key characteristics identified in any local character assessments or adopted Design Statements. The West Fulflood and Oram's Arbour Neighbourhood Design Statement is applicable in this location.

CP13 (High Quality Design) and CP14 (The Effective Use of Land) set out how proposals should be of high quality design, reflecting a contextual analysis of the site and its surroundings, including the densities of adjacent developments.

CP14 states that 'The primary determinant of the acceptability of a scheme will be how well the design responds to the general character of the area'.

The site is on a prominent corner plot at the interface between suburban family housing at Greenhill Road, with open areas of green space and street trees, and an area of more intensively developed taller flatted developments around the junction with Sarum Road.

- Design & Details of Scheme

DM16 (Site Design Criteria) sets out a number of criteria related to the design of the development that development should be complied with. One of the main criteria is that development should respond positively to the local environment in terms of design, scale and layout. The height of the buildings and their position on the site and in relation to surrounding buildings is important. Other aspects of DM16 relate to permeability, design of service areas, boundary treatments, landscaping, materials and energy efficient design.

The development should comply with all of the criteria of DM17 (Site Development Principles) in order to provide suitable standards for occupiers of the site and not cause unacceptable impacts on local amenity. I am not aware of any particular issues relating to pollution or drainage or flooding on the site. Other consultees can provide technical advice on these aspects which are covered under policies DM19 (Development and Pollution), DM20 (Development and Noise), DM21 (Contaminated Land) and CP17 (Flood Risk etc). The development should provide suitable amenity space for residents satisfying the criteria set out DM6 (Open Space Provision for New Developments).

- Sustainable Development

CP11 (Sustainable Low and Zero Carbon Built Development) seeks the lowest level of carbon emissions and water consumption which is practical and viable. Taking account of government policy on this issue, the authority will expect the equivalent of Code for Sustainable Homes level 4 for energy and water use of 110 litres per day. If it is considered that BREEAM would be more appropriate for this development, then CP11 seeks 'Outstanding' level.

- Traffic, Access and Parking

Policy CP10 (Transport) states that development should be designed and located to reduce the need to travel. In this respect the proposal is well located in regards to the University of Winchester, being within 5 minutes walk via various footways. Bus stops are also located nearby on Romsey Road.



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Policy DM18 (Access and Parking) states that developments should provide parking in accordance with the needs of the development. Paragraph 6.4.34 further explains that 'the particular characteristics of the site, its location and the nature of the development proposed will be taken into account'.

There is a concern regarding potential increase in on-street parking in an area of restricted parking where a permit scheme applies. Apart from bookable space for loading, no car parking will be provided on site. It is common practice with student residences run by the University of Winchester that students do not have cars on site and are not allowed to bring them to the campus. This development will not be run by the University, however - given the character of the locality and the scale of the development proposed - it may be reasonable to seek similar provisions restricting the use of cars by residents of this development in order to limit on-street permit use and the potential for unauthorised parking. This could be sought by the use of legal agreements restricting applications for parking permits and through clauses in tenancy agreements, as indicated by the developers' application.

The proposal should also satisfy the other requirements of DM18, such as providing access for service vehicles, cycle parking and appropriately designed access routes, gateways and boundary treatments.

- Other Issues

Some of the flats may be considered as small HMOs clustered together in one building. However, other flats are for more than 6 people. Taken as a whole therefore, in my view the proposal is a 'large HMO', which would make it's use class sui generis. Planning permission will be required to change it to another use, such as market residential (flats). This is particularly important, as the current units may not comply with the size requirements set out in DM2 and different considerations in relation to matters such car parking and amenity space may also be relevant.

### HCC Flood and Water Manager:

- As lead local flood authority will comment on surface water drainage.
- We have reviewed the information provided in relation to the planning application but can find no information detailing the surface water proposals and potential impacts.
- Information on the proposed drainage and flood risk management for this development is required and recommend that these issues are addressed before planning permission is granted.
- Mechanism for securing long-term maintenance will need to be considered and agreed between the applicant and the Local Planning Authority. This may involve discussions with those adopting and/or maintaining the proposed systems, which could include the Highway Authority, Planning Authority, Parish Councils, Water Companies and private management companies.

### Environment Agency:

No response to second consultation. No objection comment made to original scheme.

### Southern Water:

- Public water distribution main crosses site, its exact position must be determined on site by applicant before layout of development is finalised.
- All existing infrastructure should be protected during course of construction work.
- No excavations, mounding or tree planting should be carried out within 4m of



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- public water main without consent from Southern Water.
- Southern Water can provide water supply to site. Formal application required to make connection and if planning application approved request informative attached to any consent.
- Following investigation there is currently adequate capacity at manhole SU46296401 to provide foul sewage disposal for site at rate no more than 0.3l/s. Formal application required to connect to public sewer. If planning application approved request informative attached to any decision.
- Wastewater grease trap should be provided on kitchen waste pipe or drain and maintained by owner/operator of premises.
- If approved request condition on details for foul and surface water disposal.

Winchester University:

- University not been consulted on scheme by Super Uni.
- Applicant's are large local developers who do not need anything from university in terms of support or agreement.

**Representations:**

Ward Councillors:

Cllr Hutchison  
(1<sup>st</sup> letter)

- Been contacted by number of residents.
- I have looked at revised proposals; they address some of points raised on original scheme.
- However, I support residents and oppose development.
- Scheme out of scale with surrounding area.
- Large number of students on one site will have significant impact on character of residential area.
- Of particular concern is loss of affordable housing in area where it is needed.
- Homes in this part of Greenhill Road have positive community feel but this eroded as more turned into HMOs. The application will further change area.
- Question if contact made with University and what assessment made for private student accommodation.
- Question if student accommodation proposal linked to demand.
- Does planning process or local plan process help identify sites for student accommodation.

(2nd letter)

- Since my original comments I have spoken with residents who are concerned just how dangerous Greenhill Road/Sarum Road junction really is if large number students crossing it on foot.
- Important to ensure HCC involved so that if application supported, safe crossing is created.
- Need to improved facilities for pedestrians been raised in connection with other development in Chilbolton Avenue area and is also an issue that needs considering here.



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Cllr Thompson

- Object to application.
- Noise
- Residential Amenity
- Traffic/Highways
- Proposal is gross overdevelopment of site.
- Height, scale and mass is inappropriate to this established residential area.
- Little thought has been given to effect of students arriving and departing on surrounding roads.
- Lack of public consultation on plans is regretted.

Cllr Tod

- Object to proposal.
- Lack of consultation by applicant with local community to take on-board their concerns and values.
- Proposal is overdevelopment, of excessive scale and massing, lacks sensitivity of scale, layout and character of area.
- Local Design Statement refers to open character of the area and pleasant asymmetrical style of former prison officers housing with attractive front gardens. Proposed design takes little notice of that.
- Will result in overlooking both in Greenhill Road and Bath Place.
- Will result in loss of trees.
- Proposed operational management plan is inadequate. Benchmarking against other student accommodation such as Hunts sites which is not in a residential area is not suitable comparison.
- Proposal has inadequate traffic management plan. Proposal for handling end of terms traffic movements makes assumptions that are contradicted by experiences of residents living on area with students at Orchard House.

Neighbour Representation:

In response to the revised scheme a total of 133 representations (including one letter from the Winchester Trust) objecting to the proposal have been received. Main points summarised under issue headings:

Highway objection:

- lack of car parking and full cycle provision.
- Students already leave cars parked in local roads.
- Although not entitled to permits students will still bring cars.
- Drop off and collection of students will cause congestion.
- Junction of Greenhill Road and Sarum Road already a problem for traffic and pedestrians due to parked cars.
- Greenhill Road used as rat run.
- Question if refuse vehicle can enter site.
- Where will taxis and other delivery vans park.
- Link through Cornes Close to West Down Campus should be closed.
- Residents parking only applies up until 6pm Mon to Sat after which time people can park anywhere in the streets.



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### Design, Appearance and Character objections

- Reduction from 161 to 134 is step in right direction. However many of original objections still apply.
- Building too high and too big.
- Will be 2 storeys taller than building on opposite site of Greenhill Road.
- Out of character with rest of residential area which has changed over last 33 years.
- No other 4 storey buildings in surrounding area.
- Will overbear and overshadow surrounding homes.
- Scale of proposal unsympathetic to surroundings.
- Sarum Road will be like a tunnel.
- Proposal a massive overdevelopment.
- Two rooms sharing a double window is poor design.
- Insufficient space allowed for retention of corner tree.
- Question if cherry tree outside no 176 is dead as claimed.
- Presence of velux windows in roof not obvious.
- Trees provide misleading impression of street scenes.

### Planning policy objections

- Local Plan promotes high design quality, protecting landscape, treed skylines, tranquillity and enjoyment.
- Proposal contrary to policy CP14 as it does not protect and enhance character of area and to HMO policy WIN9. Also contrary to car parking standards and the local Neighbourhood design statement.
- Also contrary to national technical house standard on space standards.
- Standard of accommodation to be provided is less than that provided by the university.
- University should be providing more accommodation on campus.
- Question if city should absorb ever increasing number of students as university expands
- Agree purpose built student accommodation preferable to them living in traditional family homes but this not right site.
- Student accommodation should be dispersed across city.
- Question if development should be exempt from Affordable Housing Contribution
- Greenhill Road already has over-concentration of students as great as Stanmore
- Application form states proposal C2 residential institution and question if this correct.

### Concerns on impacts on local residents

- Will add to pressures on local services such as doctors and dentists.
- 130+ students will change character of this residential area.
- Students will engage in anti social behaviour, disturbing residents when returning home from town centre in evening.
- Lifestyle of students conflicts with that of local families.
- Noise from Orchard House is extreme at times and police have been called.
- Pedestrian route to West Downs Campus that runs through Cornes Close will be more intensively used with associated noise and litter.
- Applicants claim that student accommodation in Sparkford Close has resident warden and students act with considerate manner is not correct.
- A warden may help to control on site issues but has no control over students walking home on street.



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### Concerns over site management

- Question how one site manager can supervise 134 students.
- Management Plan does not resolve issues associated with this type of development.
- A warden may help to control on site issues but has no control over students walking home on street
- Applicants not engaged in any discussions with local residents before application submitted.
- Applicants claim that student accommodation in Sparkford Close has resident warden and students act with considerate manner is not correct.
- Site to be run by SuperUni. They operate Orchard House and site on Sparkford Road. Neither planning conditions nor management plan at either site adhered to.
- What guarantee is there that management plan will be adhered to? If supported it is essential plan is conditioned.

### General Issues

- Question if foul and surface water drains can take additional water.
- Amount of hard surfacing will increase on site.
- Question if rubbish storage adequate.
- Will destroy wildlife corridor.

One individual has started an e-petition against the development seeking support to object to the application on the following grounds:

- Residents do not want the building to go ahead.
- Noise nuisance.
- Lack of local infrastructure to support more traffic/people,
- No parking availability to sustain extra students in the area.

This is an active petition and Members will be updated on the number of signatures at the planning committee meeting.

One letter in support of the proposal has been received. Main points summarised:

- Student accommodation is necessary and current proposal a good one.
- Reduction in size is fair compromise.
- Strongly support application

### **Relevant Planning Policy:**

#### Winchester Local Plan Part 1 – Joint Core Strategy (LPP1)

- DS1(Development Strategy & Principles
- WT1 (Development Strategy for Winchester Town) provision of new homes to meet range of community needs/high quality design respecting local distinctiveness
- CP1 (Housing Provision)
- CP2 (Housing Provision and Mix) meet range of community housing needs/specialist forms of accommodation should be provided taking account local housing need.
- CP8 (Economic Growth and Diversity) support development within the Districts 5 key economic sectors which includes knowledge and creative industries.
- CP10 (Transport) encourage use of none car modes walking and cycling
- CP13 High Quality Design
- CP14 The Effective use of Land
- CP16 Biodiversity
- CP17 Flooding Flood Risk and the Water Environment



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Winchester Local Plan Part 2-Development Management and Site Allocation

WIN 1 (Winchester Town) deliver vision for city/ provide range of housing/ support economy

WIN9 (Houses in Multiple Occupation) refers to Stanmore Art 4 direction. Sets out criteria for assessing issue of whether over concentration occurred 20% properties in area or no more than 25% in a street or would see 3 HMOs in a row.

DM1 (Location of New Development)

DM 15 (Local Distinctiveness)

(DM16 Site Design Criteria

DM17 (Site Development Principles)

DM18 Access and Parking)

DM20 Development and Noise)

DM24 Special Trees, Important Hedgerows and Ancient Woodlands

National Planning Policy Framework

West Fulflood & Orams Arbour Neighbourhood Design Statement adopted May 2008.

Supplementary Planning Guidance

High Quality Places March 2015

Residential Parking Standards December 2009

WCC Housing Strategy

**Planning Considerations**

Principle of development

The site lies within the built up area of the city and LPP2 policy WIN1 (Winchester Town) is relevant to the consideration of the proposal. The proposal would also see the redevelopment of a previously developed site which is supported by LPP1 policy CP14 (The Effective Use of Land). Subject to the consideration of the detailed policies, the principle of the redevelopment of the site is accepted. There are no specific policies within the local plan framework that address the principle or locational needs for student accommodation. LPP1 Policy CP2 (Housing Provision & Mix) does acknowledge the need to meet the housing needs for a range of groups and this should be interpreted as including students.

The proposal would see the loss of 4 family dwellings but there are no policies in the Local Plan seeking to resist this. Consequently the balance is in weighing up the loss of family homes against the provision of another type of accommodation which might take pressure off student occupation of houses in other parts of the city. If the university is to continue expanding and LPP1 policies WT1 (Development Strategy for Winchester) and CP8 (Economic Growth & Diversification) to support the development of the city's educational establishments are to succeed, then further accommodation beyond the specific campus areas will be required.

The concentration of accommodation in purpose built facilities is an effective use of land and will take some of the pressure off the traditional housing stock which has borne the weight of demand beyond the campus areas up to the present time. Accordingly, whilst 4 dwellings will be lost to the overall housing stock the proposal is likely to reduce pressures



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on more substantial number of dwellings. With the indications of an increase in student numbers in the city it is not considered that a ceiling can be imposed on supply at the present time.

The views of Strategic Planning have been sought and they support the principle of the development of the site. In conclusion, there is not considered to be any principle objection to the scheme.

### Whether the proposal will result in an over concentration of student accommodation in this area.

Planning policy (LPP1 CP2) seeks to promote a mix of dwelling types, which in turn would facilitate a mix in the makeup of the population avoiding an over concentration in any one area. This is considered to be beneficial in terms of maintaining family homes which are a key objective of the local plan and avoiding an imbalance in the housing market. Indicators of pressures that can arise if such an imbalance occurs include increase pressures on car parking, loss of amenity and tensions within communities.

The immediate area to the site exhibits a range of accommodation types which is likely to be reflected in the people living in them. Students already live in the houses on the site and they also occupy Orchard House which is located to the west, fronting Sarum Road.

Whilst local residents refer to the area as one characterised by family homes, it does seem apparent that there are already other dwellings in the area occupied by students. These dwellings would appear to be occupied as HMOs by not exceeding the threshold set down in the use classes order (class C4, the use of a dwelling by up to 6 unrelated people as a single household). As a consequence, there is no definitive evidence on the level of student numbers in the area at the present time.

The position of the proposed buildings at one end of the road where the character of the road is mixed means that the impact will not be as readily apparent as it would be if the site were in the middle of the road surrounded by traditional style properties. The number of students to be accommodated within the development (138) will have some impact on the character of the area but this will be focused at the southern end of the road. The students are unlikely to move en masse but are likely to walk in small groups towards Sarum Road and Romsey Road to access the campuses or the city centre. There seems little reason for students to walk northward along Greenhill Road. The location at the southern end of the road also means that anyone associated with it will rapidly merge into the general area by accessing the main pedestrian flows down Sarum Road and Romsey Road. The fact the students will not be searching for parking spaces is also likely to reduce their presence in the area. The pressures on other parts of the city are noted and specifically the Article 4 Direction in Stanmore. One of the objectors has proposed that the formula to be used to prevent an over concentration in Stanmore is used on Greenhill Road.

However, it would not be a fair comparison. Having considered the issues carefully it is not considered that this development in this location will have a significant adverse impact on the character of the area.

Whether the design solution is acceptable and harmonises in with the surrounding area.  
LPP1 policy CP13 (High Quality Design) and LPP2 policies DM15(Local Distinctiveness), DM16 (Site Design Criteria) and DM17 (site Development Principles) all seek to ensure that new development is of good design and blends in with the character and



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appearance of the surrounding area. The supplementary planning document on High Quality places adopted 2015 is founded in LPP1 policy 13 (High Quality Design) and provides guidance on the policy will be interpreted.

Greenhill Road is characterised by two storey properties. However, it is clear that the area has seen changes over a number of years with the development at Cornes Close, Sarum Court, Orchard House and Bath Place. These have changed the character of the southern end of Greenhill Road and of Sarum Road. Whilst the proposals do represent a significant change to the present situation and the development will result in a different street scene on both frontages, they are not considered to be so dramatic as to represent a detrimental impact to the character of the area. The views of the Urban Design officer are noted, but whilst this may visualise a different design outcome the key planning consideration is whether the current scheme is acceptable or not. The elevation of the building facing Sarum Road is articulated and for any break as suggested to function in a useful way would require a significant gap between the buildings. Regarding the use of the roof space, it is considered that any buildings on the site would have a large roof that lends itself to some beneficial use. The applicant has sought to reduce the number of roof lights in the main elevations to reduce their impact on the street scene. The sections through the site picking up the adjoining properties do not show a building that is out of character with the general fall in ground levels in the area.

The site lies within the Greenhill Road key area as identified within the West Fulford & Orams Arbour Neighbourhood Design Statement (adopted as SPG in 2008). The guidance in this document is that any development should respect the character of the area and harmonise with their surroundings. As evident from the developments that have occurred in the immediate area over recent years, this guidance does not imply that larger buildings cannot be accepted if the circumstances justify such an outcome. On this basis the design statement is not prescriptive in terms of heights or building footprint but leaves the assessment up to the specific circumstances of each application. It is not considered that the development contravenes the intent behind any of the design policies that would justify refusing the application.

LPP2 policy DM15 (Local Distinctiveness) promotes landscaping that reflects and reinforces an areas existing character Greenhill Road exhibits a number of mature trees on the roadside. In addition to retaining the corner tree, to soften the physical impact of the development on the local area the applicant is proposing to plant up both road frontages with feature trees. As a principle, this is supported although it is not considered fundamental to the acceptance of the scheme. However, this may need some adaption to reflect the circumstances on the ground as the consultation exercise has revealed a water pipe just within the site on the Sarum Road frontage. Even if this does result in a reduction in the planting below that illustrated by the applicant, on Sarum Road some meaningful scheme can be accomplished and this is supported by the Landscape Officer. It is proposed to condition these details and also to remove the ability to put up hard fences and walls which would dramatically change the street scenes. Given these circumstances the proposal is considered to accord with the relevant policy.

Whether the proposal conforms with the council's highway policy.

LPP1 policy CP10 (Transport) and LPP2 policy DM18 (Access & Parking) seeks to ensure that a development makes adequate provision for vehicles, but do encourage walking or cycling. The council has an adopted supplementary planning document relating to "Residential Parking Standards". Whilst policy 1 states that car parking provision should be set out in accordance with the standards set out in the document, policy 2 does



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acknowledge that these could be set aside if a developer can demonstrate material considerations that outweigh the parking requirements. Policy 6 states that when development takes place within a Controlled Parking Zone then the resultant development should not be entitled to seek more permits than the site was originally entitled to. Policy 8 states that all developments should meet the required cycle parking standard.

In summary, the policy position is flexible enough to cater for specific circumstances where an applicant can show a sound reason why there should be a variation from the guidelines.

This proposal shows the provision of two standard sized car parking spaces within the site. A total of 34 cycle lockers and 22 Sheffield hoops are also to be provided giving a total of 78 secure places to park a bike. There is also space between the two blocks for a larger vehicle such as the refuse lorry to stand clear of the highway when collecting the refuse from the site.

The applicant has expressed a view that with the absence of any on site parking and with the local roads covered by a residents permit system, then students will be discouraged from bringing a car with them. The latest version of the management plan states that the student tenancy agreement states "Not to park any vehicle on the premises or in the vicinity of the premises". With regard to the start of term arrivals or end of term departures, it is claimed as they tend to accommodate 2<sup>nd</sup> or 3<sup>rd</sup> year students they stagger their arrivals/departures so a concentration of activity will be avoided. Students can reserve one of the on site spaces for a few hours if required.

Car parking on Greenhill Road and in the surrounding roads is restricted and operates under a residents permit system from Mondays to Saturdays 0800 hours to 1800 hours. Outside of these hours no restrictions apply. At the present time the four houses that make up the site are entitled to a total of 16 permits. This figure includes resident and visitors allocations. From discussions with officers in the Traffic Section it has emerged that students are not automatically barred from applying for a parking permit. A limited number of permits have been held by residents of the houses on the site in the past.

Under policy 6 of the SPD outlined above, if the site is redeveloped then there is the ability for future occupants to seek the same number of permits as presently enjoyed. If this situation is rolled forward then the current situation will remain unchanged.

Local residents claim that student's park wherever they can across the area, but this comment does not distinguish between those students who already live in the area and those attending the university on a daily basis just looking to park a car for the hours they are in college. Without a permit a resident student would need to find somewhere to park legally during the day even if they returned to the area to park once the restriction had expired in the evening. A student visiting during the day would have to find a safe legal place to park or risk a ticket. As noted by the highway engineer such an action seems unlikely. The site is also relatively close to both university campuses making walking or cycling a realistic prospect. The concept of a zero parking proposal for student accommodation has also been through the planning process in other locations within the city. One other site where this has been considered was the appeal relating to the development at Sparkford Road. In that situation the inspector accepted the logic of a zero parking solution as a sustainable proposal.



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Whilst the objectors have raised a number of issues associated with the car parking issue, there is no clear empirical evidence to substantiate these claims. Undoubtedly, at certain times there may be incidents of unauthorised parking taking place but these should be weighed against the benefits of promoting a more sustainable pattern with fewer cars on the roads. Other concerns have been raised relating to road safety but the accident statistics do not support any claim that a highway safety issue exists. Having considered the matter carefully and noting the highway engineers comments it is not considered that a highway objection could be sustained against the application.

### Overlooking of Adjoining Properties

LPP2 policy DM17 (Site Development Principles) seeks to protect adjoining properties from being overlooked or having their sunlight blocked by any new development. Concerns have been raised that the proposal will impact on the privacy and sunlight reaching properties on the east side of Greenhill Road and on those behind the site off Bath Place. The proposal has a mix of living rooms and bedrooms on all the elevations except the one facing nos 174 & 176 Greenhill Road. This elevation is blank. Considering that students are likely to spend a greater amount of time working in their own rooms, it is reasonable to treat the bedrooms with the same level of occupancy as more general living rooms in any assessment. The separation distances of the new development to Sarum Court and Cornes Close are 21.5m and 20.5m respectively. Both of these distances are across roads. To Bath Place the separation distance at it closest is 28m across garden areas. To Orchard House across gardens, the separation distance is 9m and to West Hayes (across Sarum Road) it is 18m. To no 176 Greenhill Road the separation distance is 7.5m.

Regarding those elevations which have openings in them, the separation distances are considered adequate to maintain a reasonable level of privacy and amenity for both the existing and proposed residents.

Concerning the potential impact on sunlight, it is not considered that the blocks will obstruct sunlight to any adjoining property during the main part of the day. It is possible that at sunset the residents on the eastern side of Greenhill Road may lose sight of the setting sun to the west but given the separation distance and the duration of such an event, this is not considered to weigh against the proposal.

Having considered the potential impact on overlooking and loss of light it is not considered that the proposal would result in any adverse impact on the surrounding properties.

### Impact on residential amenity

LPP2 policy DM17 (Site Development Principles) seeks to protect the amenity of properties from being disturbed from noise. The nature of the occupants of the proposed accommodation raises this aspect to a higher level of concern than might otherwise apply. There are two aspects to this issue. Firstly, noise emanating from the building itself and secondly noise arising from people arriving or leaving the property especially in the evening. Regarding noise arising from the site itself the presence of the warden system should address this concern in the event of a problem occurring. The applicant has confirmed that neighbours will be given a contact number in the event of an incident occurring and they have also confirmed that the tenancy agreement does allow for a student to be asked to leave the accommodation if persistent problems exist. In the letters of representation there is a reference to problems occurring at Orchard House. This building off Sarum road was approved as open market flats but has been acquired and is operated by the Super Uni group as student accommodation. It has no controls over the nature of the occupancy or a requirement for a warden.



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As part of the discussions on the current application the applicant has agreed to extend the remit of the warden on this site to include Orchard House. This is a positive step to address incidents that might occur at that building.

Concerning disturbance to the local residents from students walking home it should be noted that the access gate to the West Down Campus via Cornes Close is closed in the evening so any movement will be on Romsey Road and Sarum Road. Romsey Road is one of the main arteries into and out of the city so it is not as quiet as a residential street. The position of the buildings at the southern end of Greenhill Road also means students would not pass as many residential homes to get to their accommodation. The Environmental Protection Officer has no objection to this application. In view of the above factors it is not considered that the development would not have a significant adverse impact on the amenities of neighbouring residents.

### Ecology

LPP1 policy CP16 (Biodiversity) seeks to protect the biodiversity value of any site. Several aspects of the site have been identified as possibly holding some wildlife value. These are the two trees on the frontage, the properties themselves and the fenced off area at the rear which was formerly the extended rear gardens to the homes but is now overgrown although periodically cut by the owner. The applicant completed the standard biodiversity checklist which did not reveal any features of note. In view of the age of the properties and the presence on site of the two trees, the ecology officer has requested an assessment to check if either element shows evidence of use as a bird or bat roost. This detail is still to be received but it is considered that any response can be accommodated within a general biodiversity condition regarding the timing of any work. Members will be updated on this matter including any appropriate condition in the late update sheet prior to the planning committee meeting.

### Impact on Protected Trees

Policy DM2 of LLP2 seeks to protect trees within a development site. The site contains two trees, one on the street corner and the other at the northern end of the Greenhill Road frontage. The first tree is the subject of an unconfirmed Tree Preservation Order whilst the second tree has a confirmed order on it. An Arboriculture assessment has been submitted as part of the application which is proposing that the corner tree is retained, but that the second tree is replaced.

This is because it is rated as of "poor quality" and it suggests that the opportunity should be taken to replace it now. There are also a number of trees beyond the western boundary that are also covered by preservation orders and which partly overhang the site. The separation distance of the proposed buildings from the protected trees that lie to the west is considered sufficient to protect them from any harm.

The tree officer has commented and accepts the proposals as set out in the Arboriculture assessment that the poor quality tree is replaced at this time and the corner tree is retained. The separation distance of the proposed buildings from the protected trees that lie to the west is considered sufficient to protect them from any harm. The tree officer notes that the tree protection plan and the arboriculture method statement need updating. It is considered that these updates of the tree protection plan and the assessment can be dated can be addressed through the use of appropriate conditions.



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The tree on the roadside corner should be safeguarded as the first action and an exclusion zone identified in the western part of the site to protect the root protection area of the overhanging trees that are growing in the gardens of the adjoining properties. These matters can be covered by condition. Given these circumstances the proposal is not considered to be in conflict with the intentions of the local plan policy.

### Foul and Surface Water Drainage.

LPP1 policy CP17 (Flooding Flood Risk & the Water Environment) and LPP2 policy DM17 (Site Development Principles) both seek to ensure that new development has an acceptable means for the disposal of foul and surface water.

Despite expressing some reservations in the early stages of the application, Southern Water has acknowledged that the site can be supplied with clean water and that there is a point within the existing sewer system where a foul water connection can be made. They have referred to a limit on the discharge of one litre/second. This can be achieved through a technical solution possibly involving a holding tank or a section of oversized pipes. Regarding surface water disposal there appears to be a consensus that a solution is feasible but the precise details have not been submitted. The Hampshire County Council Flood & Water Management Team suggests that the application is not approved without this detail being made available. Having noted the views of the drainage engineer, it is considered that this can be dealt with as part of a condition with the details to be submitted and approved before any development commences on site. A scheme based on a sustainable drainage solution, emphasising the use of soakaways would seem the best way forward.

The suggestion by Southern Water regarding the installation of a grease trap in each kitchen outflow is noted. Having considered the matter it is considered that this should go as an informative and not form part of a planning condition. Given the circumstances as outlined above the proposal is considered to be in accordance with the relevant policies.

### Sustainability

In March 2015 the Government announced updates to its policy on housing standards and zero carbon homes. These affect the Council's implementation of Policy CP11 (Sustainable Low & Zero Carbon Built Development) of the adopted Local Plan Part 1. While policy CP11 remains part of the Development Plan and the Council still aspires to achieve its standards for residential development (Code for Sustainable Homes Level 5 for energy and Level 4 for water), Government advice now sets a maximum standard of 110litres/day for water efficiency and the equivalent of Code Level 4 for energy.

Therefore, for applications determined after 26 March 2015, Local Plan policy CP11 will be applied in compliance with the maximum standards set out in Government advice. Conditions have been applied to ensure that these standards are met. Rather than each flat being required to submit details it is proposed that the first flat is used as a model with the result then repeated throughout the development.

### Legal Agreement

This development crosses the threshold that would trigger the need for an Employment & Skills Plan. The applicant has already been made aware of this fact and given a broad outline of what it will entail.



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As detailed in the highway assessment above, consideration has been given to the need to enhance the measures to discourage students from bring a car with them to Winchester. The use of the term "in the vicinity" that previously occurred in the tenancy agreements is consider a little vague. This has been discussed with the applicant and it has been agreed that a clause in the tenancy agreement will now require that the occupant of any unit within this development does not bring a car with them to Winchester. The extension of the wardens remit to include Orchard House should also be part of any agreement.

### Conclusion

This proposal will see the provision of a type of housing which is in demand with expectations that this will increase over coming years. The construction of purpose built student accommodation will take some of the pressure off the use of more traditional style properties in the city. Consequently, even though the proposal will see the loss of 4 family homes, the overall benefits as seen to outweigh any loss. Despite the concentration of students in one location on Greenhill Road, the location at the southern end of the road offers easy access out onto Romsey Road towards the other university campuses and the city centre.

With the locational advantages that this site holds, it is not considered that this scheme will unbalance the character and mix of the local population. The close proximity to the two campus areas combined with the absence of any parking for students on site and the restricted parking zone in the area supports the concept of a zero parking solution. This is to be reinforced through the tenancy agreements entered into with each student. Whilst the design solution will result in two buildings larger than any others in the immediate area in terms of footprint and in the number of occupied floors, the development is not considered so out of context and character that permission should be withheld.

Regarding the potential impact on residential amenity, the presence of the warden will ensure that any events resulting in disturbance to local residents will be dealt with. In the event there are persistent events then the applicant has confirmed that the offender can be asked to vacate the site. The position of the site close to Romsey Road will reduce the opportunities for disturbance to local residents when students are walking home. The physical separate of the two buildings from the existing properties around the site will secure their privacy and amenity. Satisfactory arrangements can be made for the disposal of foul and surface water. The application will secure the retention of the corner tree with new planting to replace the poor specimen tree in front of 176 Greenhill Road and further planting will take place on both frontages to soften the boundaries to the roads.

Having reviewed the proposal against the relevant planning policies it is considered that the scheme can be supported and this is reflected in the recommendation below.

### **Recommendation**

### **APPROVAL**

Subject to the completion of a legal agreement requiring that:

- (a) An Employment and Skills Plan is submitted and approved in writing with the local planning authority before any development is commenced on site.



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- (b) That a clause is inserted into any tenancy agreement between the managers of the development (Super Uni) and any student who intends to occupy any of the accommodation stating that they should not bring a vehicle with them to Winchester. In the event this clause is breached on a second occasion that the tenancy is terminated.
- (c) That the remit of the Warden is extended to cover the use of Orchard House on Sarum Road when that building is occupied by students.
- (d) That following the completion of the legal agreement that the planning permission is issued with the following condition(s):

**Conditions**

Time Limit

01. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with the provisions of Section 91 (1) of the Town and Country Planning Act 1990 (as amended).

Approved Plans

02. The development hereby permitted shall be carried out in accordance with the following approved plans:

**Student Accommodation Sarum Road Winchester**

- Section a-a and Section b-b including typical window elevation and plan section drawing number 0104.100A dated March 2017.
- Site Plan drawing number 0104.103B dated March 2017.
- Elevation to Sarum Road drawing number 0104.104B dated March 2017.
- Elevation to Greenhill Road drawing number 0104.105A dated March 2017.
- Building 1 Ground & First Floor Plan drawing number 0104.106A dated March 2106.
- Building 1 Second & Third Floor Plan drawing number 0104.107A dated March 2016.
- Building 1 South & West Elevation Plan drawing number 0104.108B dated March 2017.
- Building 1 North & East Elevation Plan drawing number 0104.109B dated March 2017.
- Building 2 Ground & First Floor Plan drawing number 0104.110A dated March 2017.
- Building 2 Ground & First Floor Plan drawing number 0104.110A dated March 2017.
- Building 2 Ground & First Floor Plan drawing number 0104.110A dated March 2017.
- Building 2 Second & Third Floor Plan drawing number 0104.111A dated March 2017.
- Building 2 Elevation Plan drawing number 0104.112C dated March 2016.
- Sections c-c, d-d, e-e drawing number 0104.113 dated May 2017.



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Reason

For the avoidance of doubt.

Restriction on Occupancy Of Accommodation

03. The occupancy of the accommodation hereby permitted shall be limited to university/college students who are enrolled on an educational course.

Reason:

The development is of a type that would not be satisfactory for other residential uses and the zero car parking proposal is only accepted given the specific circumstances associated with this application and its proximity to the university campuses.

Construction Management Plan

04. Prior to any work commencing on the site, including any tree removal, clearance or demolition, a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Construction Management Plan shall include the following details:

- Development contacts, roles and responsibilities
- Public communication strategy, including a complaints procedure.
- Measures to be undertaken to protect the retained tree on the corner of Greenhill Road and Sarum Road (that is protected by a Tree Preservation Order) before any work including demolition is commenced on site and then during the life of the development.
- Measures to form an exclusion zone in the western part of the site that includes the root protection areas for the adjoining protected trees.
- Measures to be undertaken to minimise impacts on surrounding land and property.
- Measures to be taken to prevent mud from vehicles leaving the site during construction works being deposited on the public highway.
- Provisions to be made for the parking and turning of operative and construction vehicles during the period of development including times of movement so as to avoid peak period traffic.
- Dust suppression, mitigation and avoidance measures.
- Noise reduction measures, including any use of acoustic screens and enclosures, the type of equipment to be used and their hours of operation.
- Floodlighting and security lighting. (note: this must be directed in such a way as not to cause nuisance to adjoining properties or adjacent highway).
- Code of Construction Practice for all works and operations on the site.
- Measure to be taken to prevent contaminants or any construction material or waste including concrete or cement washings or slurry from entering watercourses or the water environment and to protect drainage infrastructure.
- Use of fences and barriers to protect adjacent land, footpaths and highways.

The Construction management plan shall be adhered to throughout the duration of the construction period.

Reason

To ensure that all demolition and construction work in relation to the application does not cause materially harmful effects on nearby land, properties and businesses.



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Provision & Impelentation of Updated Tree Protection Plan and Arboricultural Method Statement

5. Before the development hereby permitted is first commenced, updated version of the Tree Protection Plan and the Arboricultural Method Statement shall be submitted to and approved in writing by the local planning authority. The submission shall include a schedule for the provision of the protective works within the construction phase of the development.

The protective measures in the approved documents shall be implement in accordance with the approved details and retained throughout the construction phase.

Immediately prior to their installation, or immediately after their installation the local planning authority shall be notified of the work so that the site can be inspected. In the event that the developer is requested to change the protective measures then these changes shall be completed no later than 24 hours following any notification.

All protective measures shall be retained and maintained in effective condition throughout the construction phase of the development.

No arboricultural work shall be carried out to trees other than those specified in the approved documents.

Levels

6. Before the development hereby permitted is first commenced but excluding the demolition of the existing dwellings full details of the proposed levels within and around the buildings relative to those of the adjoining footpath, shall be submitted to and approved in writing by the local planning authority. The development shall then be undertaken in accordance with the approved details.

Reason: To ensure that the proposal fits in within the surrounding built environment.

Materials

6. Before the development hereby permitted is first commenced but excluding the demolition of the existing dwellings, details of the materials to be used in the construction of all of the external surfaces of the proposed buildings shall be submitted to and approved in writing by the local planning authority. The submitted details shall include the windows and doors rainwater goods, bargeboards and soffits. If requested sample panels of the materials shall be provided. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the development presents a satisfactory appearance in the interests of the amenities of the area.

Hard Surface Materials

7. Before the development hereby permitted is first commenced but excluding the demolition of the existing dwellings, details of the materials to be used in the construction of all the hard surfaces within the site shall be submitted to and approved in writing by the local planning authority. The development shall adopt the concept of sustainable drainage with regard to the disposal of surface water and no water shall be allowed to flow in an uncontrolled manner from the site into the highway. The development shall be carried out in accordance with the approved details.



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Reason: To ensure that the development presents a satisfactory appearance in the interests of the amenities of the area

### Landscaping Scheme

8. Before the accommodation hereby permitted is first occupied, a scheme for the landscaping of the site including the planting of trees on the Greenhill Road and Sarum Road frontages shall be submitted to and approved in writing with the local planning authority. The submitted details shall include the following (as relevant):

- I. Planting plans
- II. Written specification including cultivation and other operations associated with the plants and grass establishment
- III. Schedule of plants noting native species plant sizes and proposed numbers/densities where appropriate
- IV. Implementation programme

The approved scheme shall be undertaken in accordance with the approved details and the timetable.

Reason: To ensure that the proposal blends in with the overall character of the surrounding area.

### Maintenance of Planting

9. Any planting and maintenance work shall be undertaken in accordance with the approved scheme. If within a period of 5 years from the date of the planting of any tree, that tree or any tree planted in replacement for it, is removed, uprooted or destroyed or dies, or in the opinion of the local planning authority, seriously damaged or defective, another tree of the same local indigenous species and size as that originally planted shall be planted at the same place, unless the local planning authority gives its written consent to any variation.

Reason: To ensure the viability of the enhancement of the landscape screening.

### Details to Achieving Code Four Standard

10. Prior to the commencement of the development hereby permitted detailed information (in the form of SAP design stage data and a BRE water calculator) demonstrating that the development as a whole meets the Code 4 standard for energy and water (as defined by the ENE1 and WAT 1 in the Code for Sustainable Homes) shall be submitted to and approved in writing by the Local Planning Authority. The development shall be built in accordance with these findings.

Reason: To ensure a sustainable form of development consistent with the objectives of The National Planning Policy Framework 2012 and to accord with the requirements of Policy CP11 of the Winchester District Local Plan Part 1 - Joint Core Strategy.

### Compliance with Code Four Standard

11. Prior to the occupation of the first of the 38 units hereby permitted (or on an alternative number of occupations as agreed in writing with the Local Planning Authority) detailed information (in the form of SAP "as built" stage data and a BRE water calculator) demonstrating how that accommodation meets the Code 4 standard for energy and water (as defined by the ENE1 and WAT 1 in the Code for Sustainable Homes) shall be submitted to and approved in writing by the Local Planning Authority. The development shall be occupied in accordance with these findings and all the other units shall achieve the same standard.



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Reason: To ensure a sustainable form of development consistent with the objectives of The National Planning Policy Framework 2012 and to accord with the requirements of Policy CP11 of the Winchester District Local Plan Part 1 - Joint Core Strategy.

Provision of Secure Cycle Lockers

12. A total of 34 secure cycle lockers shall be provided within the site. Before any of the accommodation hereby permitted is first occupied, full details of the type, materials, dimensions and the external colour of the lockers together with details on how they shall be offered to residents of the site, shall be submitted to and approved in writing with the local planning authority. The approved scheme shall be implemented before either of the two buildings is occupied. The lockers shall be retained and maintained in a useable and secure condition hereafter.

Reason: To ensure that facilities are available on site to store securely a bicycle in the absence of any on site parking provision.

Open Cycle Storage Hoops

13. A total of 22 Sheffield Hoops shall be provided within the site. Before any of the accommodation hereby permitted is first occupied, a full specification of the hoops, their position, the means of securing them to the ground and their finish shall be submitted to and approved in writing with the local planning authority. The hoops shall be installed to the approved specification before either of the buildings is first occupied. The hoops shall be retained and maintained in useable condition hereafter.

Reason: To ensure that facilities are available on site to secure a bicycle in the absence of any on site parking provision.

Provision of Car Parking within the Site.

14. No additional car parking spaces shall be provided within the application site beyond the operational parking spaces as shown on the Student Accommodation Sarum Road Winchester drawing number 0104.103B dated March 2017. The use of these spaces shall be strictly controlled and limited to students and visitors in accordance with the details as set out in the Management Plan.

All the other hard surfaced area as shown on the above drawing shall be kept free of any obstruction and at no time shall this area, the access or the parking spaces be bollarded or obstructed.

Reason: In the interests of highway safety.

Closure of Existing Access

15. The existing accesses to the site shall be stopped up and the footway crossings shall be reinstated in accordance with a specification first agreed with the local planning authority. The approved details shall be implemented before the new access is first brought into use or the accommodation is first occupied, whichever is the sooner.

Reason: In the interests of highway safety.

Implement of the Management Plan

16. The management of the development hereby permitted shall comply with the details as set out in the Management Plan updated 6 June 2017 and specifically:

- Traffic/Parking Management..... Section 2
- Access and Egress of Pedestrians, Cyclists and Vehicular Traffic... Section 3



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- CCTV Monitoring Section 4
- Operational Site Management Section 5
- Refuse & Recycling Storage and Collection Section 6
- Anti Social Behaviour and Noise Section 7

Any changes to the submitted proposals shall be approved in writing with the local planning authority.

Reason: To ensure that the operation of the site is undertaken to minimize its impact on the surrounding area, its residents and the local highway network.

Removal of Permitted Development Rights For Means of Enclosure

17. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development Order) 2015 (or any order revoking , re-enacting or modifying that Order, no gates, fences, walls or other means of enclosure under Class A Part 2 of Schedule 2 or any order revoking or re-enacting that order, shall be constructed between any wall of the buildings hereby permitted and the highway.

Reason: To ensure that the open aspect of the design to the two road frontages is maintained.

Foul and Surface Water Disposal

18. Before any development is commenced on site, details for the disposal of foul and surface water drainage shall be submitted to and approved in writing by the local planning authority. The submitted details shall include the mechanism for securing the long term maintenance of the means of disposal of surface water. The development shall adopt the concept of sustainable drainage with regard to the disposal of surface water and no water shall be allowed to flow in an uncontrolled manner from the site into the highway. The development shall be carried out in accordance with the approved details and the connections made before any of the accommodation hereby permitted is first occupied.

Reason: To ensure that the site has an adequate means of foul and surface water disposal.

Lighting Scheme

19. Before the accommodation hereby permitted is first occupied, a scheme for the installation of low level free standing bollard lighting and any other lighting to be attached to the outside of the building shall be submitted to and approved in writing by the local planning authority. The submitted details shall include the number, position, power, details to prevent light spillage and any timing switch's or sensors. That will activate or turn the lights off. The intentions behind the scheme shall to provide a safe and secure environment for residents in and around the building in the evenings.

The approved scheme shall be implemented before any of the buildings is first occupied. The lighting shall be retained and maintained hereafter.

Reason: To protect the appearance of the area, the environment and local residents from light pollution.



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Provision of Warden on Site, Duty Hours & Circulation of Contact Details

20. Before any of the accommodation hereby permitted is first occupied the local planning authority shall be notified of the appointment of the warden who shall take up residency in the nominated flat. The applicant shall also submitted for approval at the same time, in writing details of the proposed hours when the warden will be on call to deal with any event or complaint and the method by which the contact details of the warden and/or the site operating company shall be circulated to local residents and area within which these details shall be circulated. A warden shall be employed so long as the use of the site hereby permitted continues.

Reason: To ensure that the proposed use as student accommodation does not have any adverse impact on the amenity of the surrounding area.

Record of Complaints

21. A record of any contacts/complaints by local residents relating to the development hereby permitted, shall be kept by the applicant detailing the time, date, the name and address of the complainant (if given) the nature of the complaint, the action taken and the feedback provided to the complainant. The records shall be held by the applicants for a period of three years and shall be made available to the local planning authority following a written request within 5 working days.

Reason: To ensure that an accurate records of any concerns relating to the approved use is maintained for future reference.

**Informatives:**

1 In accordance with paragraphs 186 and 187 of the NPPF Winchester City Council (WCC) take a positive and proactive approach to development proposals focused on solutions. WCC work with applicants/agents in a positive and proactive manner by;

- offering a pre-application advice service and,
- updating applicants/agents of any issues that may arise in the processing of their application and where possible suggesting solutions.

In this instance the applicant was updated of any issues after the initial site visit.

2 This permission is granted for the following reasons: The development is in accordance with the Policies and Proposals of the Development Plan set out below, and 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.

3 The Local Planning Authority has taken account of the following development plan policies and proposals:-

Winchester Local Plan Part 1 – Joint Core Strategy (LPP1) policies DS1(Development Strategy & Principles), WT1 (Development Strategy for Winchester Town) CP1 (Housing

Provision), CP2 (Housing Provision and Mix), CP8 (Economic Growth and Diversity), CP10 (Transport), CP13 High Quality Design CP14 (The Effective use of Land), CP16 (Biodiversity) and CP17 Flooding Flood Risk and the Water Environment.



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Winchester Local Plan Part 2-Development Management and Site Allocation policies WIN 1 (Winchester Town) deliver vision for city/ provide range of housing/ support economy), WIN9 (Houses in Multiple Occupation), DM1 (Location of New Development) DM 15 (Local Distinctiveness), (DM16 Site Design Criteria), DM17 (Site Development Principles), DM18 Access and Parking), DM20 Development and Noise) and DM24 (Special Trees, Important Hedgerows and Ancient Woodlands.

4 All building works including demolition, construction and machinery or plant operation should only be carried out between the hours of 0800 and 1800 hrs Monday to Friday and 0800 and 1300 hrs Saturday and at no time on Sundays or recognised public holidays. Where allegations of noise from such works are substantiated by the Environmental Protection Team, a Notice limiting the hours of operation under The Control of Pollution Act 1974 may be served.

5 During Construction, no materials should be burnt on site. Where allegations of statutory nuisance are substantiated by the Environmental Protection Team, an Abatement Notice may be served under The Environmental Protection Act 1990. The applicant is reminded that the emission of dark smoke through the burning of materials is a direct offence under The Clean Air Act 1993.

6 Please be respectful to your neighbours and the environment when carrying out your development. Ensure that the site is well organised, clean and tidy and that facilities, stored materials, vehicles and plant are located to minimise disruption. Please consider the impact on your neighbours by informing them of the works and minimising air, light and noise pollution and minimising the impact of deliveries, parking and working on public or private roads. Any damage to these areas should be remediated as soon as is practically possible.

For further advice on this please refer the Construction Code of Practice  
<http://www.ccscheme.org.uk/index.php/ccs-ltd/what-is-the-ccs/code-of-considerate-practice>

Note to applicant: Further information and guidance for developers on the bullet points within the Construction Management Plan condition can be found on the Winchester City Council website: <http://www.winchester.gov.uk/environment/pollution/construction-sites/>

7 The applicant is advised that one or more of the Conditions attached to this permission need to be formally discharged by the Local Planning Authority before works can commence on site. Details, plans or samples required by Conditions should be submitted to the Council at least 8 weeks in advance of the start date of works to give adequate time for these to be dealt with. If works commence on site before all of the pre-commencement conditions are discharged then this would constitute commencement of development without the benefit of planning permission and could result in Enforcement action being taken by the Council.

The submitted details should be clearly marked with the following information:

- The name of the planning officer who dealt with application
- The application case number
- Your contact details
- The appropriate fee.



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Further information, application forms and guidance can be found on the Council's website [www.winchester.gov.uk](http://www.winchester.gov.uk).

8 A public water distribution main crossing the site. The exact position of the public water main must be determined on site by the applicant before the layout of the proposed development is finalised.

All existing infrastructure, including protective coatings and cathodic protection, should be protected during the course of construction works. No excavation, mounding or tree planting should be carried out within 4 metres of the public water main without consent from Southern Water.

"A formal application for connection to the water supply is required in order to service this development. Please contact Southern Water, Sparrowgrove House Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or [www.southernwater.co.uk](http://www.southernwater.co.uk)".

"A formal application for connection to the public sewerage system is required in order to service this development, please contact Southern Water, Sparrowgrove House Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or [www.southernwater.co.uk](http://www.southernwater.co.uk)".

Due to changes in legislation that came in to force on 1st October 2011 regarding the future ownership of sewers it is possible that a sewer now deemed to be public could be crossing the above property. Therefore, should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its condition, the number of properties served, and potential means of access before any further works commence on site. The applicant is advised to discuss the matter further with Southern Water, Sparrowgrove House Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or [www.southernwater.co.uk](http://www.southernwater.co.uk)".

A wastewater grease trap should be provided on the kitchen waste pipe or drain installed and maintained by the owner or operator of the premises.