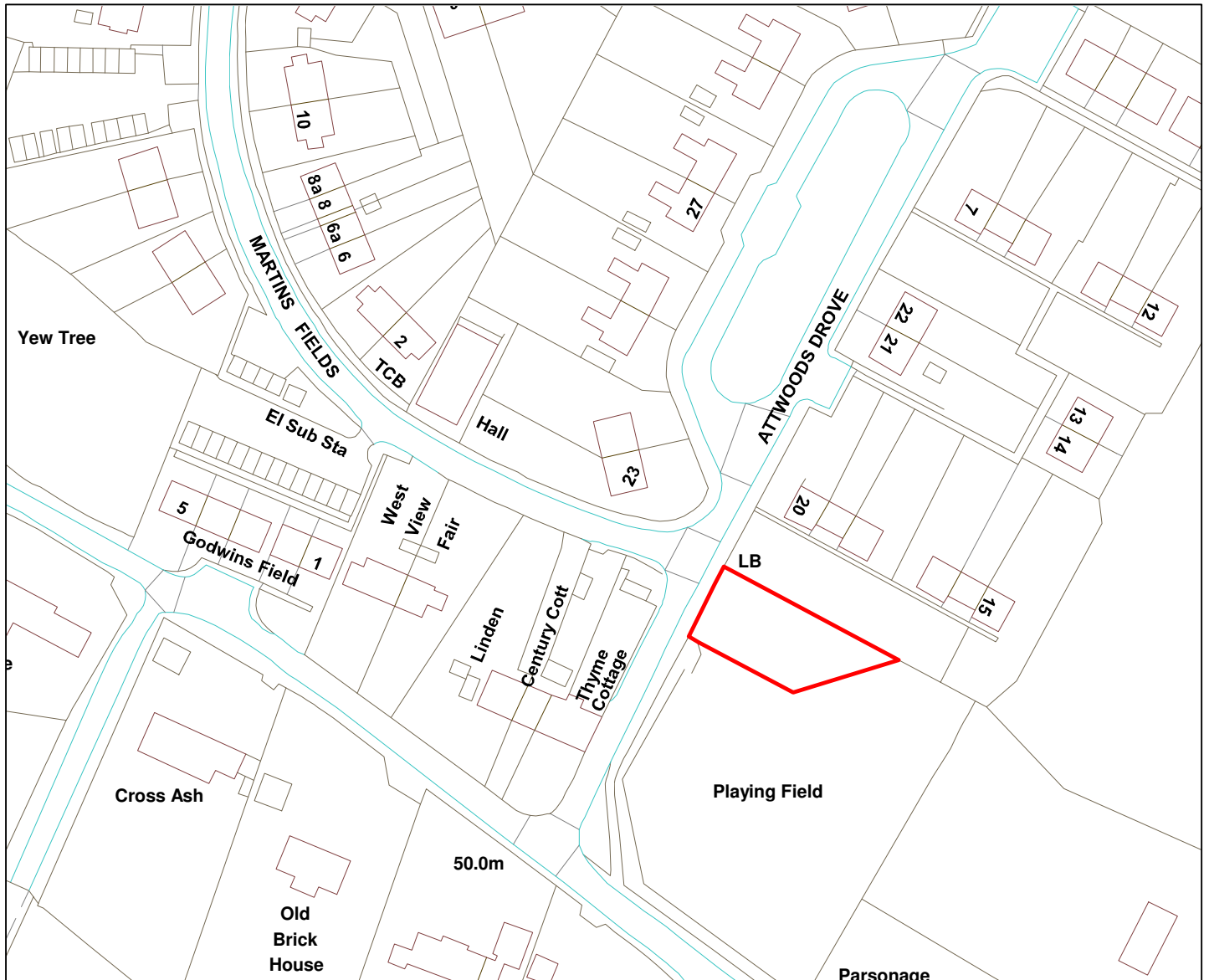


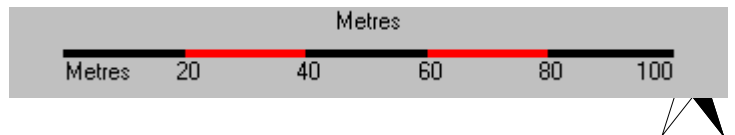
Attwoods Drive, Compton

09/01689/FUL



Legend

Scale:



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Organisation	Winchester City Council
Department	Development Services
Comments	
Date	04 November 2009
SLA Number	00018301

WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA 19 November 2009

Item No: 1
Case No: 09/01689/FUL / W21561
Proposal Description: Extension and conversion of existing building into 4 No. flats
Address: Post Office And Stores Compton News Attwoods Drove
Compton Winchester
Parish, or Ward if within Winchester Town: Compton And Shawford
Applicants Name: Mr B Bottriel
Case Officer: Nick Parker
Date Valid: 27 August 2009
Site Factors: Compton Street
Recommendation: Application Permitted

General Comments

This application is reported to Committee because the applicant is Winchester City Council, and because of due to the number of objections received.

Site Description

The site relates to the former Compton village post office and stores and is located on Attwoods Drove, opposite the junction with Martin's Fields, on the western outskirts of Compton Street to the south west of Winchester. The village recreation ground is located to the south of the site.

The existing building is two storeys in height and was originally constructed as a shop with a flat above. Since then, the building has been extended, with additional bedrooms added to the first floor and car port below. The building's appearance is domestic in character.

There is an existing area of hardstanding to the front of the dwelling, used as car parking, and the rear is laid to lawn and used as a garden. The site boundaries predominantly consist of fences and hedges but there are tall conifer trees on the northern boundary, separating the site from the properties to the north.

The majority of the site falls outside of the conservation area, which abuts the southern boundary of the site.

Proposal

It is proposed to convert the building into four 1-bed flats. In order to achieve this level of accommodation, a two storey extension is proposed to the rear of the building. The extension would provide a stairwell to access Flats 3 and 4 on the second floor, and a lounge/dining and kitchen area for these flats.

Four car parking spaces are proposed on the area of hardstanding to the front of the building. The garden area to the rear of the site is proposed to be split between the ground floor Flats 1 and 2, but the applicant is willing to amend this to allow shared

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amenity space.

Relevant Planning History

No planning history

Consultations

WCC Highways Engineer:

No objection, subject to conditions (Conditions 6 &7).

WCC Landscape Team:

Originally objected, on the grounds that the application lacked detail in relation to existing trees and the potential impact of the development on these trees. Also considered the design to be bland and uninteresting.

Comments are awaited in respect of the amended plans.

WCC Historic Environment Team:

Comments awaited.

WCC Engineers: Drainage:

No objection

WCC Strategic Planning:

No objection - The key policy issue is the proposed loss of the retail element, which conflicts with Local Plan Policy SF.7. This policy resists the loss of facilities and services *'unless it is no longer practical or desirable to reuse the site or premises for its existing or another use likely to benefit the community'*. I note that the property has been marketed and there are arguments about the viability/suitability of such a small unit. Unless there is a specific local facility and service which is seeking such a unit, I can see little prospect of the 'FS' element being occupied and, even if it were, this could lead to other problems in terms of traffic and disturbance to neighbours. Therefore, it seems to me that it is no longer practical/desirable to reuse the building for a facility/service.

Southern Water:

No comments to make

Representations

Compton and Shawford Parish Council:

Objects, for the following reasons:

- Serious concerns over the impact of the development on parking in the area and possible knock on effect leading to the loss of the local bus service;
- Poor design;
- Loss of light to neighbouring properties.

Compton Village Association

Strongly objects, for the following reasons:

- Proposal is plain and unimaginative and therefore neither preserves or enhances the conservation area;

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- Trees to the north of the site screen the site from neighbouring property. These are not shown on the plans and could be damaged by the proposed works;
- Lack of car parking, creating problems on the highway in close proximity to the bus stop;
- Safety concerns due to proximity of site to children's play area;
- Two family sized units (that catered for local needs) would be more appropriate in this situation.

7 letters received objecting to the application, for the following reasons:

- Lack of car parking, leading to road safety issues and interference with bus and other service vehicles;
- Inaccurate plans submitted, not showing the existing situation properly;
- Adverse impact on neighbours through loss of light to Nos.18-20 Attwoods Drive;
- Adverse impact on adjacent conservation area;
- Concerns that there have been no real attempts to market the property as a post office/newsagent;

The housing should be provided for local people.

Relevant Planning Policy

Winchester District Local Plan Review (WDLPR)

Policies: DP3 (design), DP5 (amenity open space), HE4 (landscape setting of conservation area), HE5 (development within conservation areas), H4 (infill development), H7 (density and housing mix), SF7 (loss of facilities and services), RT4 (provision of public open space), T4 (parking standards), T5 (off-site contributions).

South East Plan

BE1 (built environment)

National Planning Policy Guidance/Statements:

PPS 1 Delivering Sustainable Development

PPS 3 Housing

PPS 6 Planning for Town Centres

PPS 7 Sustainable Development in Rural Areas

Supplementary Planning Guidance

Residential parking standards November 2008 (draft)

Implementation of infilling Policy H4 of the WDLPR (adopted July 2006)

Planning Considerations

The main planning considerations are:

- The principle of development
- The impact of the development on the character and appearance of the area
- Parking provision and impact on highway safety
- The impact of the development on residential amenity

Principle of development

The site is located within the small rural village of Compton Street, which is not listed as an H3 settlement in the WDLPR and this is classified as countryside. Policy H4 of the

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WDLPR does allow for limited infill residential development, provided that the proposal satisfies various criteria aimed at providing sustainable development in rural areas. To meet this objective, the development should meet local needs but should not harm the character of the countryside or result in the formation or consolidation of unsustainable patterns of development.

The site relates to a building that lies within the existing village settlement and which has access to village facilities, including Compton All Saints' Primary School, which is within walking distance of the site. The site is also close to a bus stop which provides a regular bus service to Winchester City Centre and Eastleigh. Given that the proposals involve the conversion of an existing building that is located in a reasonably sustainable rural location, the residential proposals are considered acceptable and comply with Policy H4 of the WDLPR and its associated Supplementary Planning Guidance. It should also be noted that the historic use of the premises would have been likely to have generated as much, if not more activity, than the proposed four 1-bed flats. Consequently, refusing permission on the grounds of sustainability would be difficult to justify. The impact of the development on the countryside is assessed in subsequent paragraphs.

The development would also lead to the loss of the previous use as the village stor, which provided a local service. Policy SF7 restricts the loss to other uses of those premises currently or last used for the provision of facilities or services. In exceptional circumstances, the policy does allow such development where it can be demonstrated that it is no longer practical or desirable to re-use the premises for its existing or another use likely to benefit the local community.

The shop closed in September 2007 after a prolonged decline in its viability, and various efforts to continue trading had failed. The application is supported with a full appraisal of the efforts made to market the property as a shop, or other such use as would benefit the local community. This included marketing the property for a period of 12 months on the agent's web site and the erection of a "for sale" board at the property to generate interest. No interest was shown in either renting or purchasing the property for a commercial or mixed use residential/commercial use. Interest was shown in the use of the building for residential rent/sale.

In addition to the marketing exercise undertaken, professional advice was sought regarding the suitability of the building and its location for use as a shop. The advice concluded that, because of the location, size and convenience of competing modern grocery shopping stores, there was little prospect of a general store in this location.

In light of the supporting information accompanying the planning application, it is considered that there is sufficient evidence to conclude that there is no apparent demand for the existing building to continue as a shop or alternative community use, and that its conversion to residential accommodation is justified. It is therefore considered that the proposed development complies with Policy SF7 of the WDLPR.

The impact of the development on the character and appearance of the area

The site lies within an existing residential area and is bordered to the south by the village play area. The conservation area also follows the boundary of the playing field but does not include the application building. The existing building is residential in character and is seen from the conservation area, as the play area creates an

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uninterrupted area of open space between the site and Compton Street to the south. Changes to the front elevation include the infilling of the existing integral car port and replacement with a bay window (to match the existing) and the erection of a twin front porch. The changes to the front elevation are not considered to significantly alter the appearance of the building.

The two storey rear extension is proposed on the section of the rear elevation closest to the northern boundary of the site. The extension would project across half of the rear elevation and 8m into the existing rear garden. The roof height of the proposed extension is lower than the existing roof and there is sufficient variation in roof configuration to add interest to this part of the building. Whilst the extension is relatively large, it is not considered to be in a position or of a design that would greatly impact on the surrounding area. The additional low level planting proposed to the front of the parking area and adjacent to the front elevation would help to break up the large area of hardstanding along the frontage.

The proposed alterations and extensions to the existing building are not considered to significantly alter the existing appearance of the building, which is already domestic in appearance. The existing building is not considered to be of any architectural merit and, whilst the proposed changes do not significantly enhance the appearance of the building, they are considered to maintain its existing appearance and would not have a detrimental effect on the visual amenities of the area.

The existing building can be seen from the adjacent conservation area to the south. The character of the environment abruptly changes between the areas of Compton Street and the application site and it is considered that the application site does not contribute significantly to the existing setting of the conservation area. Given that the proposed changes do not materially alter the overall appearance of the building, it is considered that the setting of the conservation area is preserved and the proposal therefore accords with Policies HE4 and HE5 of the WDLPR.

Parking provision and impact on highway safety

Objections have been received from local residents, the Parish Council and the Residents Association regarding the lack of parking, the effects that overspill parking may have on highway safety and the potential interference with bus and other service vehicles trying to pass cars parked on the street.

It is proposed to provide a car parking space to serve each 1-bed flat, which complies with Winchester City Council's emerging residential parking standards. It is also proposed to provide a secure cycle storage area to serve each flat, in order to encourage cycling. The previous use of this building (and also the fall-back position) is likely to result in a higher traffic generation than will the proposed use as four 1-bed flats. The Council's Highway Engineer has no objection to the proposed level of parking or the impact on highway safety. On the above basis, the proposal is considered to provide sufficient parking provision and would not be harmful to highway safety.

The impact of the development on residential amenity

The proposed rear extension would be located close to the northern boundary of the site, which borders amenity space/gardens serving Nos. 18-20 Attwoods Drove. These

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properties have substantial front and rear gardens. The proposed extension would be located approximately 16m to the south of the front elevations of the neighbouring properties. The boundary between the site and the neighbouring properties is planted with tall coniferous trees. Overall, it is considered that sufficient distance and intervening vegetation exists between the proposed development and the neighbouring properties to the north that the development would not cause significant harm to residential amenity through loss of light, privacy or outlook. A condition is required to prevent the existing trees and surrounding hedgerow being damaged during construction works, in order to protect residential amenity (Condition 5).

Conclusion

The proposed development is considered acceptable, as it has been demonstrated that the replacement of the shop and the residential unit with four flats is justified in this location and would not adversely affect the character or appearance of the area, highway safety or residential amenity.

Planning Obligations/Agreements

In seeking the planning obligation(s) and/or financial contributions for public open space, the Local Planning Authority has had regard to the tests laid down in Circular 05/2005, which requires the obligations to be necessary; relevant to planning; directly related to the proposed development; fairly and reasonably related in scale and kind to the proposed development and reasonable in all other respects.

Recommendation

That, provided the applicant enters into a Legal Agreement to secure financial contributions towards public open space, the application be permitted subject to the following conditions:

(Note: If the Legal Agreement is not completed within 6 months then the application may be refused without further reference to Committee)

Conditions

1. 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).

2. The materials to be used in the construction of the external surfaces of the extension hereby permitted shall match those used in the existing building.

Reason: To ensure a satisfactory visual relationship between the new development and the existing building.

3. A detailed scheme for landscaping, tree and/or shrub planting shall be submitted to and approved in writing by the Local Planning Authority before development commences. The scheme shall specify species, density, planting, size and layout. The scheme approved shall be carried out in the first planting season following the occupation of the building or

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the completion of the development whichever is the sooner. If, within a period of 5 years from the date of planting, any trees, shrubs or plants die, are removed or, in the opinion of the Local Planning Authority, become seriously damaged or defective, others of the same species and size as that originally planted shall be planted at the same place, in the next planting season, unless the Local Planning Authority gives its written consent to any variation.

Reason: To improve the appearance of the site, in the interests of visual amenity.

4. No development shall take place until a schedule of landscape maintenance for a minimum period of 5 years has been submitted to and approved in writing by the Local Planning Authority. The schedule shall include details of the arrangements for its implementation. Landscape maintenance shall be carried out in accordance with the approved schedule.

Reason: To ensure that due regard is paid to the continuing enhancement and maintenance of amenity afforded by landscape features of communal, public, nature conservation and historic significance.

5. The existing trees and hedgerows, shown as being retained on the approved plan, shall not be lopped, topped, felled or uprooted without the prior written approval of the Local Planning Authority. These trees shall be protected during building operations by the erection of fencing, in accordance with BS 5837.

Reason: To retain and protect the trees, in order to maintain residential amenity.

6. The proposed access and drive, including the footway crossing, shall be laid out and constructed in accordance with specifications to be first submitted to and approved in writing by the Local Planning Authority.

NOTE: A licence is required from Hampshire Highways Winchester, Central Depot, Bar End Road, Winchester, SO23 9NP prior to the commencement of access works.

Reason: To ensure satisfactory means of access.

7. Before the development hereby approved is first brought into use, a minimum of one car and one long term (secure/undercover) cycle parking space shall be provided per dwelling within the curtilage of the site, and thereafter maintained and kept available.

Reason: To ensure adequate car and cycle parking provision within the site, in accordance with the standards of the Local Planning Authority.

Informatives

1. This permission is granted for the following reason:

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.

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

Winchester District Local Plan Review (WDLPR)

Policies: DP3 (design), DP5 (amenity open space), HE4 (landscape setting of conservation area), HE5 (development within conservation areas), H4 (infill development), H7 (density and housing mix), SF7 (loss of facilities and services), RT4 (provision of public open space), T4 (parking standards), T5 (off-site contributions).

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