

WINCHESTER CITY COUNCIL  
DEVELOPMENT CONTROL COMMITTEE AGENDA

Winchester City  
Council  
Planning Department  
Development Control

TEAM MANAGER  
SIGN OFF SHEET

## Committee Decision

<b>Case No:</b>	08/00730/FUL	<b>Valid Date</b>	27 March 2008
<b>W No:</b>	00763/04	<b>Recommendation Date</b>	
<b>Case Officer:</b>	Mr Nick Parker	<b>8 Week Date</b>	26 June 2008
		<b>Committee date</b>	20 <sup>th</sup> August 2008
<b>Recommendation:</b>	Application Permitted	<b>Decision:</b>	Committee Decision

<b>Proposal:</b>	Erection of four storey office/industrial building and refurbishment of existing offices following demolition of warehouse and outbuildings with formation of new parking area
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<b>Site:</b>	Winnall Corner 1 Winnall Valley Road Winchester Hampshire SO23 0LD
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Open Space Y/N	Legal Agreement	S.O.S	Objections	EIA Development	Monitoring Code	Previous Developed Land
N	N	N	Y	N	N	Y

DELEGATED ITEM SIGN OFF		
<b>APPROVE</b> Subject to the condition(s) listed		
	Signature	Date
<b>CASE OFFICER</b>		
<b>TEAM MANAGER</b>		

**AMENDED PLANS DATE:-**

- Landscaping master plan received 11<sup>th</sup> July 2008
- Additional information received 11<sup>th</sup> July 2008

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**Item No:** 7  
**Case No:** 08/00730/FUL / W00763/04  
**Proposal Description:** Erection of four storey office building and refurbishment of existing offices following demolition of warehouse and outbuildings with formation of new parking area  
**Address:** Winnall Corner 1 Winnall Valley Road Winchester Hampshire SO23 0LD  
**Parish/Ward:** Winchester Town  
**Applicants Name:** ACT Foundation  
**Case Officer:** Nick Parker  
**Date Valid:** 27 March 2008  
**Recommendation:** Permitted, subject to conditions

### General Comments

This application is reported to Committee due to the Council's interest in the land.

A landscaping master plan for the site was received on 11<sup>th</sup> July 2008 and outlines the areas where additional planting/landscaping is proposed.

Additional supporting information was received on 11<sup>th</sup> July 2008 setting out the background to the planning application and providing further information in relation to the justification for the development in this location

### Site Description

The site is located at the west end of Winnall Valley Road and forms part of the existing Winnall Valley Industrial Park. The site is bordered by existing industrial units to the north and west. Residential properties are located to the south and east.

The existing building is made up of two main elements. The three storey office block is sited parallel to, but at a lower level than, Winnall Manor Road. The warehouse shed structure is attached to the rear of the office block and projects to the west into the site. The existing footprint amounts to 1,365 sq. m. Parking is provided to the side and rear of the site and vehicular access is from Winnall Valley Road.

The building is currently partially vacant.

### Proposal

The applicant for the proposed development is a company called Basepoint which is a subsidiary of the ACT Foundation (a registered charity). Unlike other charities, the ACT Foundation does not raise funds from third parties, but instead relies upon its investment portfolio to supply the funds necessary for its charitable activities. In addition, the ACT Foundation owns and actively runs Basepoint plc and is dedicated to the development and operation of managed business centres across the south of England and the Midlands.

Basepoint provides managed business centres which cater primarily for small and start-up businesses, with rental through bi-weekly rolling licence agreements. There are currently 22 similar centres trading across the South and into the Midlands. A further 7

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more Basepoint centres are in the development pipeline for opening before the end of 2009.

Basepoint business centres have, from the outset, been distinctly different from other facilities offering business accommodation for small companies. With their emphasis on establishing business communities rather than simply encouraging small businesses to locate within a single building, the management team within each centre sees itself as playing an important role within the wider community it serves; generating employment, nurturing new enterprises, developing links with local businesses and educational organisations.

The proposed development comprises the partial demolition of the existing building (the warehouse element) and the construction of a four storey extension to the existing office building. It is proposed to refurbish the existing three storey office building. The development would provide a total of 68 separate small office and workshop units, including general storage and distribution facilities at the ground floor level. The amount of business space proposed is 2235 sq.m. for office suites, 218 sq.m. of general industrial and 37 sq.m. of storage and distribution.

It is proposed to provide 52 car parking spaces and 3 disabled spaces which would be located within the site. It is also proposed to provide a total of 17 secure bicycle spaces and associated showers (additional plans have been requested to accommodate these aspects).

The landscape master plan indicates additional planting along the main boundaries of the site, including a hedgerow and trees on both key road frontages.

### **Relevant Planning History**

**75/00333/OLD / W00763** - Construction of new windows and door opening - T M Products Ltd Winnall Valley Road, Winchester - Application Permitted - 05/03/1975

**89/00124/OLD / W00763/01** - Construction of additional car park - T M Products Ltd Winnall Valley Road, Winchester - Application Refused - 18/01/1989

**92/00088/OLD / W00763/02** - New pedestrian access, new staff entrance, internal alterations and landscaping - T M Products Ltd, Winnall Valley Road, Winchester - Application Permitted - 11/02/1992

**95/00095/OLD / W00763/03** - Externally illuminated wall sign - T M Products Ltd, Winnall Valley Road, Winchester - Application Refused - 05/06/1995

**08/00730/FUL / W00763/05A** - Erection of 1 no. non-illuminated company logo, ACT Foundation, Winnall Corner, 1 Winnall Valley Road, Winchester - Application Permitted - 07/07/2008

### **Consultations**

Strategic Planning: Initial objection. The key planning policy issue is whether the requirements of Policy E.4 have been met, such as to allow for office development in this location outside the town centre, where it would normally be resisted. There are three key criteria which should be addressed if such an exception is to be made. The issues of operational need and sustainable transportation are potentially met but the third, relating

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to housing pressure/affordable housing, has not been addressed at all. If all other planning considerations resulted in a positive recommendation, it may be that this matter could be the subject of a S106 requirement (to negotiate an appropriate contribution for affordable housing).

Following further supporting information submitted in relation to commuting and housing, consideration thereof suggests (from analysing the operation of other Basepoint enterprises) that a good proportion of proprietors will live fairly close to the site (although probably not close enough to walk or cycle), but even then there will be some employees who may not. Requires a travel plan to encourage sustainable travel and minimise the consequences of commuting to the site (Condition 13).

Sustainable Transport Officer: No objection on sustainable travel grounds. The applicants have submitted a very basic travel plan and, whilst the format of the plan submitted would not normally be sufficient to cover a new office complex, there are a number of mitigating issues to be considered. Firstly, the proposal put forward is for small 'start-up' offices, which tend to have short term flexible leases, and very different travel patterns to traditional office complexes, and secondly the total development size is only just over the threshold for requiring a Travel Plan and a case could be argued that such a development would not require such a plan.

Engineers: Highways: No objection subject to Conditions 8, 9 and 10. The Transport Statement has shown that there would be an increase in vehicular traffic during peak periods as a result of the proposed development. However these increases are minimal and the highway network is able to adequately accommodate such increases. The parking levels are considered acceptable for this location.

Engineers: Drainage: No objection

Environmental Protection: No objection, subject to Conditions 6 and 7

Landscape: No objection subject to amended plans securing additional planting along the frontage of Winnall Valley Road and Winnall Manor Road. A full landscape scheme is required with a specification.

The landscape master plan received on 11<sup>th</sup> July addresses these issues and the detailed landscape scheme and maintenance is covered by Conditions 3 and 4.

Southern Water: No objection, subject to Condition 5 to ensure the protection of the public sewer that runs through the site during development.

## **Representations:**

### City of Winchester Trust:

- Disappointing, as a scheme with a design of merit could make a greater contribution to the regeneration of the locality
- Demolition of warehouse welcomed but design of replacement should be more interesting and contemporary
- Query description of development as a three storey building, as the plans indicate a four storey building
- Could have a detrimental impact on neighbouring amenity due to height and bulk of building and lights from building at night
- Landscaping inadequate

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3 letters received objecting to the application for the following reasons:

- Potential problems associated with overspill car parking, making it difficult to park car
- Concern over loss of trees as provide privacy and cover for wildlife
- Light pollution caused by internal and external lighting
- Overlooking from office suites
- Pollution caused by fumes of cars using the car park
- Noise disturbance from car park
- Uncertainty over future occupation
- Potential asbestos material contained within building and concerns over demolition

1 letter received supporting the application for the following reason:

- North Hampshire Chamber of Commerce and Industry support the scheme as it provides more office space in the area.

**Relevant Planning Policy:**

Winchester District Local Plan Review – Policies DP.1 (design statement), DP.3 (general design criteria), DP.5 (amenity open space), DP.6 (sustainability), E.1 (small-scale employment development in Winchester), E.3 (town centre office development), E.4 (office development outside defined town centre), T.1 (sustainable transport), T.2 (access), T.3 (layout), T.4 (parking standards)

National Planning Policy Guidance/Statements:

PPS 1 Delivering Sustainable Development

PPG 4 Industrial, Commercial Development and Small Firms

PPG 13 Transport

Other Planning Guidance

Parking Standards 2002

The Future of Winchester Study

**Planning Considerations**

The main planning considerations relate to:

- Principle of development in light of office restraint policy
- Design, layout and landscaping
- Parking and highway safety
- Residential amenity

Principle of development in light of office restraint policy

Policy E.1 of the WDLPR allows small-scale employment development in Winchester, subject to a number of criteria including the need to avoid conflict with policies restraining office development outside of Winchester town centre (Policies E.3 and E.4). Policy E.4 resists office development (specifically Use Class B1 [a]) outside of the town centre unless it can be demonstrated that:

- There is a need for the office development
- Appropriate measures are proposed to address transport implications, including the production of a Green Travel Plan
- Satisfactory measures are proposed to avoid potential pressures being placed on the local housing market and supply of affordable housing are available

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The proposed development relates to the provision of office and workshop suites and, as such, future users could fall within a range of sub-uses contained within Use Classes B1 and B2 and may not all be suited to a town centre location. Also, due to the flexibility of the rolling 2-week licences and the "easy-in, easy-out" nature of the business, a range of different business users falling into business classes other than class B1 (a) could be using the business suite over just a few months, which would not be possible through a conventional office setup in the town centre. It is clear that the Basepoint business model does not conform to a standard office arrangement and, given its unique characteristics, it is considered that these may amount to special circumstances that justify the development against the normal office restraint policies of the WDLPR.

The application is supported with additional information that aims to address the key issues contained within Policy E.4, namely:

- **Need and alternative sites** - The supporting information states that *"almost half (49%) of all businesses currently renting space across the 22 existing Basepoints are fledgling businesses and have been trading for less than 3 years. A further 21% have only been trading between 3 and 5 years. Of these, 89% chose Basepoint because of the 2-week rolling licence arrangement which means that, if the business fails they are not tied into an expensive lease for a minimum of 3 years, which might happen if they occupied one of the vacant offices in the town centre. The business support offered at Basepoint (e.g. networking events, meeting rooms, admin support staff, answering service, broadband internet) would also not be available within a small, individual office in the town centre".* The supporting information confirms that there has already been interest in letting some of the units, despite being at the planning application stage, demonstrating that there is a demand for this type of business proposal.
- **Sustainable transport and accessibility** - The application is supported with a draft Green Travel Plan and Basepoint are willing to sign up to a detailed travel plan that is recommended through Condition 13 of permission. The Green Travel Plan should encourage all staff to use sustainable methods of transport to travel to work such as car sharing, public transport, cycling and walking. In addition, 17 secure cycle spaces are proposed as well as short term spaces and a shower room is also proposed. The transport statement indicates that the site is well located in relation to accessibility. For example, there are 2 bus routes serving the industrial estate on a frequent basis. The site is also accessible to pedestrians and cyclists through the existing network. The provision of secure cycle parking and shower facilities should encourage staff to cycle to work.
- **Housing pressures** - Concern has been expressed over the potential for the development to increase housing pressures in the area due to the attraction of the facility for staff not currently living in the locality. The supporting information states that *"the Basepoint centre would not lead to additional housing pressures because the likely tenants would be individuals or groups looking to set up on their own or who are currently working from home and are looking to take the next step and are wanting more professional surroundings".* The information states that *"people taking space in the facility will already be living in and around Winchester and will therefore not add to the pressures currently facing Winchester's housing market".* The supporting information includes analysis of travel to work patterns of other Basepoint centres close to Winchester at Romsey, Andover and Basingstoke and

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show that the majority of occupiers live within a 10 mile radius of the centres. In terms of providing a financial contribution towards affordable housing the supporting information states that *"as Basepoint operates as a subsidiary to the ACT foundation which is a charity and therefore as a non-profit making organisation funds are not available for affordable housing contributions and it would take money away from the development of the facility and render it unviable"*.

The supporting statement from the applicant has assessed the key factors pertaining to Policy E.4 of the WDLPR. It is considered that the proposed development is located in an accessible location to allow many members of staff to travel to work using sustainable means of transport including bus, cycling and walking. The completion of a green travel plan (secured through Condition 13) should ensure staff are encouraged to use sustainable modes of transport. Given the unique nature of the Basepoint business model in terms of its focus on small, start-up businesses and its flexible license arrangement, it is likely that new tenants would live in the locality around Winchester, which is a trend that is supported by travel to work patterns at other Basepoint Centres in the area. On the above basis it is considered that the new development would not significantly increase commuting or pressure on the local housing market and in these terms would not compromise the principle aims of Policy E.4 which is to limit office development outside of the town centre.

#### Design, layout and landscaping

The existing building is located on a corner plot and in a prominent position on the perimeter of the industrial estate. The building is a 1960's concrete frame structure with brick infill and facing tiles forming the elevations. The original windows have been replaced by an aluminium system which remains in good condition and are proposed to be retained, with the exception of the north east elevation adjacent to the main entrance where the two areas of full height glazing will be replaced with a proprietary aluminium system to match the appearance of that being used on the new extension. The changes to the elevation fronting Winnall Manor Road are therefore limited to the end of the elevation adjacent to the corner of the building. The external changes to the side elevation of the main building include its cladding with a light grey composite cladding material to match the proposed extension to which it would link. Additional glazing, opening louvered panels and infill panels are proposed which should modernise the appearance of the side of the building. The refurbished building would provide 29 separate small office and workshop units (varying in size from 10-25 sq.m).

It is proposed to demolish the warehouse sheds attached to the main building and replace with a four storey extension. Currently the warehouse buildings take up a large area of the site and come close to the boundaries. The proposed extension would be attached to the existing block forming a singular "L" shaped block. The extension would match the height of the existing structure and provide 39 additional units varying from 16 - 36 sq.m. The sides of the proposed extension would be externally clad in mainly light grey composite cladding. Darker grey panels would separate the windows on the upper floors. It is proposed to use a wire mesh material and further grey cladding panels for the rear (west) elevation. Details of all materials are subject to Condition 2.

The application is now supported with a landscaping master plan that addresses the issues raised previously in relation to the lack of landscaping. The boundary of the site

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fronting Winnall Valley Road now indicates the planting of a hedgerow, new trees and bulb planting behind. The boundary fronting Winnall Manor Road also shows new hedgerow and tree planting. Additional new planting is proposed within the car park area and on the boundary with the neighbouring residential properties to the south. It is considered that the proposed landscaping scheme is acceptable and would enhance the appearance of the site, subject to Conditions 3 and 4 requiring a detailed landscape scheme and maintenance schedule. In order to ensure the protection of the existing trees on the boundary with the neighbouring properties during site works, tree protection Conditions 14 and 15 are recommended.

It is considered that the proposed refurbishment, extension and landscaping would improve the appearance of the existing site and building and therefore the proposals are acceptable and accord with the design and landscaping policies of the WDLPR.

Impact on residential amenity

The site is bordered to the south by the gardens of residential properties located along Winnall Manor Road (Nos. 73 and 75) and Imber Road (Nos. 4 and 6). As a result of the change in levels between the sites, the neighbouring gardens are located at a much higher level than the application site. Due to the change in levels, a retaining wall exists along the boundary set below the level of the gardens and this is to be retained. In addition, the boundary consists of tall and well established trees and it is proposed to plant additional trees and planting along this boundary. The existing warehouse structure is located approximately 3m from this boundary.

The proposals involve the removal of the existing warehouse building. The proposed four storey extension would be located further into the site, approximately 19m away from the neighbouring boundary. At four storeys the proposed extension would match the height of the existing office block and would be taller than the existing warehouse structure. However, given the distance between the new building and the neighbouring boundary and due to the existing and proposed level of natural screening on the boundary, it is considered that the height and presence of the building would not be overly obtrusive from the neighbouring properties such as to warrant the refusal of permission.

The south elevation of the proposed new building would incorporate a number of windows to serve the new suites and these would face the boundary with the neighbouring properties. While the proposals would increase the potential for overlooking it is considered that, because of the 19m separation distance, the difference in levels between the site and the neighbouring land and the level of natural screening on the boundary of the site the level of overlooking would not be of such a degree as would lead to a significant loss of privacy to the neighbouring properties.

The area of land adjacent to the boundary of the site that is currently occupied by the warehouse building is proposed for car parking. The use of this area for parking would lead to greater activity occurring outside of the buildings, closer to residential properties than the current situation. However the noise and disturbance associated with the parking of cars, mitigated to some degree by the enhanced natural boundary treatment and the change in site levels, is not considered to lead to a significant increase in the level of noise and disturbance that would warrant the refusal of permission.



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External lighting would be required to light the car park. Whilst no details have been submitted it is considered necessary to condition these details (Condition 12) in order to limit light spill to the surrounding residential area. The suites contained within the building would be lit during dark periods. The number of windows on the south elevation would mean that the amount of light emanating from the building during dark periods would be greater than the existing situation but this is not considered to be of a level such as to cause significant disturbance to neighbouring properties because the light spill is mitigated by distance, tree screening and topography.

Highways/Parking

The current development provides 35 parking spaces, which is 74% of the maximum permitted standard. The proposed development would provide 55 parking spaces, which is 69% of the maximum permitted standard.

Given the accessibility of the site, which is in close proximity to 2 frequent bus services, the provision of sufficient cycle parking and associated showers and the commitment of the applicant to complete a Green Travel Plan, it is accepted that there is a reasonable level of sustainability for the site and proposed development such that a reduced parking standard is warranted.

The Transport Statement has shown that there would be an increase in vehicular traffic during peak periods as a result of the proposed development. However these increases are minimal and the highway network is able to adequately accommodate such increases

Conclusion

The proposed development is considered to be located in an accessible location to allow many members of staff to travel to work using sustainable means of transport including using the bus, cycling, walking and car sharing. The completion of a Green Travel Plan (secured through Condition 13) should ensure staff are encouraged to use sustainable modes of transport. Given the unique nature of the Basepoint business model in terms of its focus on small, start-up businesses and its flexible license arrangement, it is likely that new tenants would be living in the locality around Winchester, which is a trend that is supported by travel to work patterns at other Basepoint Centres in the area. Therefore, it is considered that the new development would not significantly increase commuting or pressure on the local housing market and in these terms would not compromise the principle aims of Policy E.4. The proposals are considered acceptable in design and landscaping terms (subject to revised materials for the rear elevation) and are not considered to adversely affect residential amenity or highway safety. On the above basis, the proposed development is considered acceptable subject to the relevant planning conditions set out below.

**Recommendation**

Approval, subject to the following conditions:

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**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. No development shall take place until details and samples of the external materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. 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.

3. No development shall take place until details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved within the first planting season following the substantial completion of the development or as otherwise agreed in writing by the Local Planning Authority. These details shall include the following, as relevant:

- means of enclosure, including hedgerow planting;
- hard surfacing areas and hard surfacing materials;
- landscape areas.

Soft landscape details shall include the following, as relevant:

- retention of existing trees and hedgerows;
- planting plans;
- written specifications (including cultivation and other operations associated with plant and grass establishment;
- schedules of plants, noting species, planting sizes and proposed numbers/densities where appropriate;
- schedule of plants for the reinforcement of the existing hedgerow and new hedgerow planting;
- manner and treatment of watercourses, ditches and banks;
- implementation programme.

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.

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5. Prior to the commencement of development, details of the measures to protect the public sewers within the site shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the agreed details.

Reason: In order to protect drainage apparatus

6. Prior to the commencement of the development approved by this planning permission, a scheme to deal with contamination shall be submitted to and approved in writing by the Local Planning Authority. The scheme must include the following:

- a) a desk top study and conceptual model documenting all the previous and existing land uses of the site and adjacent land;
- b) a site investigation report documenting the ground conditions of the site and incorporating chemical and gas analysis identified as appropriate by the desk top study;
- c) a remedial strategy detailing the measures to be undertaken to avoid risk from contaminants and or gases when the site is developed and proposals for future maintenance and monitoring. Such scheme shall include nomination of a competent person to oversee the implementation of the works;
- d) prior to the occupation of the development, written verification by the competent person shall be submitted to and approved in writing by the Local Planning Authority. The report must demonstrate that the remedial strategy approved has been implemented fully unless varied with the written agreement of the Local Planning Authority in advance of implementation.

Reason: In order to secure satisfactory development and in the interests of the safety and amenity of future occupants.

7. If, during any stage of the development, unexpected contamination is identified then no further development shall be carried out until an assessment has been completed and a scheme to deal with any additional contamination is submitted and approved in writing by the Local Planning Authority.

Reason: In order to secure satisfactory development and in the interests of the safety and amenity of future occupants.

8. Details of measures to be taken to prevent mud from vehicles leaving the site during construction works being deposited on the public highway shall be submitted to and approved in writing by the Local Planning Authority and fully implemented before development commences. Such measures shall be retained for the duration of the construction period. No lorry shall leave the site unless its wheels have been cleaned sufficiently to prevent mud being carried onto the highway.

Reason: In the interests of highway safety.

9. Details of provisions to be made for the parking and turning on site of operative and construction vehicles during the period of development shall be submitted to and approved

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in writing by the Local Planning Authority and fully implemented before development commences. Such measures shall be retained for the construction period.

Reason: In the interests of highway safety.

10. The parking areas shall be provided in accordance with the approved plans before the development is first occupied and thereafter permanently retained and used only for the purpose of accommodating private motor vehicles or other storage purposes incidental to the use of the development hereby permitted.

Reason: To ensure the permanent availability of parking for the development

11. Details of the floor slab levels and existing and proposed ground levels shall be submitted to and approved in writing by the Local Planning Authority prior to work commencing on the site. The development shall be carried out in accordance with the approved details.

Reason: To protect the amenities of the locality and neighbouring residents.

12. Details of any external lighting to be provided on the site shall be submitted to and approved in writing by the Local Planning Authority. The external lighting shall be installed, operated and maintained in accordance with the approved scheme.

Reason: In the interests of the amenities of the occupants of nearby properties.

13. No occupation of the development hereby permitted shall commence in advance of the submission to and approval in writing by the Local Planning Authority of a Travel Plan detailing the measures to be undertaken to promote a sustainable transport strategy for the site and a programme for the implementation of such a strategy, which shall include provisions for the strategy to be reviewed annually to take account of changing circumstances.

Reason: In the interests of ensuring that the development and use of the site is undertaken in an environmentally responsible manner to minimise unnecessary dependence on the private car

14. Prior to any demolition, construction or groundwork commencing on the site, an Arboricultural Method Statement (AMS), in accordance with BS5837:2005; shall be submitted to and approved by the Local Planning Authority. The AMS shall cover the following points relevant to the retention of trees:

- (i) a tree protection plan;
- (ii) tree protection measures including ground protection where appropriate;
- (iii) a technical specification for low impact “no dig” construction of access and pathways within root protection areas;
- (iv) a schedule of works and arboricultural monitoring including pre-start meetings with the Local Planning Authority’s Arboricultural Officer prior to commencement and prior to the installation of “no dig” surfacing;

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(v) specification of any proposed tree works required to facilitate the development.

The Arboricultural Officer shall be informed as soon as the construction exclusion zone has been fenced so that it can be inspected and deemed appropriate and in accordance with the approved AMS.

The Arboricultural Officer shall be informed prior to the commencement of construction of the special surfacing under tree canopies so that a pre-commencement site visit can be carried out. Telephone contact 01962 848317

No arboricultural works shall be carried out to trees other than those specified and in accordance with the AMS

Any deviation from the works prescribed or methods agreed in accordance with the AMS shall be agreed in writing by the Local Planning Authority.

Reason: In order to protect the existing trees during the works in the interests of the visual amenity of the area.

15. Details of the design of building foundations and the layout, with positions, dimensions and levels of service trenches, ditches, drains and other excavations on site, insofar as they affect trees and hedgerows on or adjoining the site, shall be submitted to and approved in writing by the Local Planning Authority before any works on the site are commenced.

Reason: To ensure the protection of trees and hedgerows to be retained and in particular to avoid unnecessary damage to their root system.

**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.

2. The Local Planning Authority has taken account of the following Development Plan policies and proposals:-

Winchester District Local Plan Review – DP.1 (design statement), DP.3 (general design criteria), DP.5 (amenity open space), DP.6 (sustainability), E.1 (small-scale employment development in Winchester), E.3 (town centre office development), E.4 (office development outside defined town centre), T.1 (sustainable transport), T.2 (access), T.3 (layout), T.4 (parking standards)

National Planning Policy Guidance/Statements: PPS 1 Delivering Sustainable Development; PPG 4 Industrial, Commercial Development and Small Firms; PPG 13 Transport

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3. All building works, including demolition, construction and machinery or plant operation shall only be carried out between the hours of 0800 and 1800hrs Monday to Friday and between 0800 and 1300hrs Saturday and at no such 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.

4. No materials should be burnt on site. Where allegations of statutory nuisance are substantiated by the Environmental Health and Housing Service an Abatement Notice may be served under the Environmental Protection Act 1990. The applicant is reminded that the emission of dark smoke through burning of materials is a direct offence under The Clean Air Act 1993.