

WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA

Winchester City
Council
Planning Department
Development Control

TEAM MANAGER
SIGN OFF SHEET

Committee Decision

Case No:	08/01344/FUL	Valid Date	6 June 2008
W No:	07719/07	Recommendation Date	29 July 2008
Case Officer:	Mr Tom Patchell	8 Week Date	5 September 2008
		Committee date	
Recommendation:	Application Permitted	Decision:	Committee Decision

Proposal:	Demolition of 34 and 36 Chilbolton Avenue and erection of 11 no. dwellings; 6 no. two bedroom, 4 no. four bedroom and 1 no. five bedroom with associated parking and landscape.
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Site:	36 Chilbolton Avenue Winchester Hampshire SO22 5HD
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Open Space	Legal Agreement	S.O.S	Objections	EIA Development	Monitoring Code	Previous Developed Land
Y	N	N	Y=10	N	Y	Y

DELEGATED ITEM SIGN OFF		
APPROVE Subject to the condition(s) listed	REFUSE for the reason(s) listed	
	Signature	Date
CASE OFFICER		
TEAM MANAGER		

AMENDED PLANS DATE:-

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Item No: 1
Case No: 08/01344/FUL / W07719/07
Proposal Description: Demolition of 34 and 36 Chilbolton Avenue and erection of 11 no. dwellings; 6 no. two bedroom, 4 no. four bedroom and 1 no. five bedroom with associated parking and landscape.
Address: 36 Chilbolton Avenue Winchester Hampshire SO22 5HD
Parish/Ward: Winchester Town
Applicants Name: Mr And Mrs A Saunders and Drew Smith Homes Ltd
Case Officer: Mr Tom Patchell
Date Valid: 6 June 2008
Site Factors:
Recommendation: Application Permitted

General Comments

This planning application is reported to Committee because of the number of objections received.

Site Description

The site is located on the eastern side of Chilbolton Avenue and to the south west of the Westgate School playing fields. The two existing dwellings, which form the planning application site, are set approximately 26 metres into their plots and are screened from the highway by a significant belt of trees to the north west. To the rear of the site, south east, there is a further belt of trees screening the properties of Byron Avenue. Both belts of trees to the south east and north west of the site are covered by Tree Preservation Orders Nos. 020G18 and 020G19.

The adjoining site to the north east (Nos. 38 and 40), has previously been granted planning permission (ref: 07/00135/FUL), for redevelopment to provide 10 no. dwellings comprising; 5 no. two bedrooms and 5 no. four bedrooms with associated parking and landscaping.

Proposal

The planning application site has an area of approximately 0.346 hectares, with the development of the proposed 11 dwellings resulting in a density of approximately 31.8 dwellings per hectare.

The existing belt of trees to the north east of the site is to be retained. The submitted Arboricultural Impact Assessment and Method Statement Reports identify only eight trees within the curtilage of No. 36 that should be removed. Of these, five have been identified as being young trees that are in a poor condition and the other three are dead.

The existing shared vehicular access for Nos. 34 and 36 Chilbolton Avenue is to be retained to serve the development. Seven of the proposed dwellings are set back approximately 24 metres from the highway, which is a similar distance to the dwellings approved on the adjoining land to the north east. The seven properties take the form of a detached five-bedroom dwelling, which is set to the northern side of the site; an adjacent

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semi-detached pair of two-bedroom dwellings; and. between the access drive and the southern boundary of the site, a similarly designed terrace of four two-bedroom dwellings. The detached dwelling would be located approximately 2.4 metres from the northern boundary and approximately 4 metres from the building within the adjoining site. It would be of ridged roof design, which would contain the fifth bedroom and bathroom. There would be a single dormer window to the front (north west) elevation, with two small velux windows within the north east and south west roof slopes providing illumination to the proposed bathroom. There would a single first floor window within the north east elevation, which would serve a bathroom. The only other first floor windows would be located within the north west elevation, facing Chilbolton Avenue and in the south east elevation, overlooking the proposed rear garden.

At its highest point the proposed building would be approximately 9 metres in height and its proposed materials are self coloured render, timber framed windows, lead lined roof to a single storey rear element and clay tiles to the main roof.

The adjoining semi-detached pair of two-bedroom dwellings are separated from the terrace of four two-bedroom dwellings by the vehicular access which serves the houses to the rear of the site.

Both the pair of semi-detached dwellings and the terrace of four dwellings would have a similar appearance, with a ridge roof set behind a parapet wall, although the terrace of four dwellings has a double ridge in order to keep the height of the dwellings low, with its maximum height being approximately 7.8 metres. The dwellings each have a verandah to the front elevation, which would form a continuous feature across both the pair of semi-detached and the terrace of four dwellings. The proposed materials are self coloured render, timber framed doors and windows, lead lined canopy roof and a natural slate roof.

Within the south west and north east elevations of the two buildings there would be only single first floor windows. For the pair of semi-detached dwellings, both windows would illuminate the stair/landing area in each dwelling. Within the terrace of four dwellings, the first floor window within the north east elevation would also illuminate the stair/landing area and the window within the south west elevation is to a bathroom.

The proposed terrace of four dwellings would be sited approximately 0.4 metres from the south west boundary and approximately 3.2 metres from the adjoining dwelling at No. 32 Chilbolton Avenue.

All of the dwellings to the north west of the site would have garden depths of approximately 10.2 metres. The terrace of four dwellings and the pair of semi-detached dwellings would have garden widths of 3.8 metres. The width of the garden for the detached dwelling would be 10.6 metres.

On the edge of the tree canopy would be twelve parking spaces, screened by box hedging, to serve the terrace and pair of semi-detached dwellings. The proposed screening of the parking would prevent the view from Chilbolton Avenue, under the tree canopy, from being one of parked cars and an area of hard-standing.

A 2.8 metre wide driveway will lead through to the rear part of the site where there are proposed to be two pairs of four-bedroom, semi-detached dwellings. These dwellings will be set back approximately 53 metres from the north west boundary with Chilbolton Avenue

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and approximately 29.8 metres from the south east boundary with Byron Avenue. The proposed dwellings are further from Chilbolton Avenue than the dwellings on the adjoining site to the north east by virtue of having a narrower plot depth. The rear elevations of the dwellings proposed and those on the adjoining site are, however, all equidistant from the south east boundary.

The significant belt of trees to the south east of the site is to be retained as a communal area, with a footpath leading between the two pairs of semi-detached dwellings and continuing through the trees to provide an access onto Byron Avenue.

Within the belt of trees to the south east only two trees have been identified as being either severely suppressed or as such poor specimens that their removal is recommended. A number of other trees have been recommended to be observed over the next 3-5 years to monitor their continued growth, after initial works to sever ivy.

Each of the four dwellings would have a rear garden area of 10 metres in depth with a width of approximately 9 metres, each of which would contain a small garden shed and have an independent access onto the communal area.

To the front of and between the two pairs of semi-detached dwellings would be an area of hard-standing containing ten parking spaces, two each for the pairs of semi-detached dwellings and a further two spaces to serve the detached dwelling to the north west of the site. Open car ports would cover the spaces between the semi-detached pairs of houses and the pairs of spaces that respectively join the northern and southern site boundaries.

The pairs of semi detached dwellings would have a maximum ridge height of approximately 9.2 metres, with a front elevation that would have a two storey 'triangular' feature and a shared verandah/weather canopy to the adjoining front doors. To the rear elevation would be a centrally positioned 'triangular' conservatory and two dormer windows to each dwelling. No windows are proposed within the side, north east and south west elevations of the dwellings.

The proposed materials for the pairs of semi-detached dwellings are self coloured render, powder coated aluminium framed conservatory, timber framed windows and a clay tile roof.

Relevant Planning History

There is no relevant planning history for Nos. 34 and 36 Chilbolton Avenue. There is the following planning history for No. 38 and 40 Chilbolton Avenue:-

05/00394/FUL - W19518 - Residential development of 11 dwellings at 38-40 Chilbolton Avenue, comprising 4 no. four bedroom houses, 1 no. three bedroom house, 2 no. two bedroom houses and 4 no. 1 bedroom flats; associated garages, cycle store, bin stores, car parking, landscaping and access, at Ardmhor, 38 Chilbolton Avenue - Refused - 12/05/2005 (Delegated decision);

06/02881/FUL - W19518/01 - Demolition of two existing houses and construction of ten houses, 5 No. 2 bed, 4 No. 4 bed and 1 No. 5 bed, at 38 - 40 Chilbolton Avenue - Withdrawn - 06/12/2006;

07/00135/FUL - W19518/02 - (Amended plans) Demolition of 38 - 40 Chilbolton Avenue and construction of 10 no. dwellings comprising; 5 no. two bedrooms and 5 no. four

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bedrooms with associated parking and landscaping (Resubmission), at Ardmhor, 38 Chilbolton Avenue - Permitted - 14/08/2007 (Committee decision)

Consultations

Engineers: Drainage: No objection
Southern Water should be consulted.

One water butt per dwelling should be installed and no storm water from the development should flow onto the public highway.

Engineers: Highways: No objection subject to conditions (Conditions 7, 8, 9 and 10)

There will be a financial contribution of £38,841, in line with Hampshire County Council's Transport Contributions Policy.

Landscape: No objection

Arboriculture: No consultation response, to be verbally updated at Committee.

Environment Agency: This application has been assessed as having a low environmental risk.

Southern Water: No objection

Southern Water can provide foul sewage disposal to service the development and subject to an informative being attached to any approval. (Informative 4)

Hampshire County Council (Access Development Team): No objection

Clarification is required as to the future status of the proposed footpath link to Byron Avenue.

Representations

City of Winchester Trust: Objects, for the following reasons:

- It is regretted that what is proposed is a pastiche of a previous scheme;
- The aim for sustainability at Level 1 is inadequate;
- The proposed density, amount of hardstanding and number of parking spaces are all out of keeping with the character and appearance of the surrounding area;
- Due to the belts of trees, the net density will be much higher;
- It appears that there is a continuation of piecemeal development that avoids the need to provide affordable housing;

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

- Does not meet the objectives of the Chilbolton Avenue Local Area Design Statement;
- Frontage will be dominated by areas of hardstanding and parked vehicles;
- Taller houses should be at the front of the site;
- Increases density beyond that approved at Nos. 38-40 Chilbolton Avenue;
- The application of PPS3 (sic) in the leafy suburbs of Winchester is inappropriate.
- The loss of trees is unacceptable;
- Not within the overall scale and mass of the existing buildings;
- Too many houses and tiny gardens;
- Overbearing and out of keeping, when viewed in conjunction with the development at Nos. 38 and 40 Chilbolton Avenue;

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- Gradual urbanisation of this part of Chilbolton Avenue;
- Existing buildings should be retained;
- No indication of off-site highways improvements or the provision of recreational open space;
- Piecemeal development;
- The use of render will create a stark appearance at odds with the use of brick in the surrounding area;
- Loss of privacy;
- Shading of gardens and houses to the rear of the site from the belt of trees;
- Some of the existing taller trees should be felled and allowed to be replaced with self-seeded trees;
- The proposed footpath should be available to the public;
- No justification for the public footpath considering the size of the development;
- Due to change in levels between the site and Byron Avenue, either a steep slope or steps will be required;
- Maximise the visibility sightlines for the vehicular access, without affecting the existing trees;
- Increased traffic congestion and traffic calming measures should be introduced in Chilbolton Avenue;
- Street scene plan is misleading as it does not show the second row of houses;
- No section through the site has been submitted;
- There should be a 2.5 metre high fence to the boundary with 32 Chilbolton Avenue;
- Insufficient capacity at local schools and child care facilities.

1 letter of support received:

- Well thought out scheme, more attractive in appearance;
- Much needed family accommodation;
- The existing trees are to be retained and professionally managed.

Relevant Planning Policy:

Hampshire County Structure Plan Review:

No saved policies of relevance

Winchester District Local Plan Review

DP.1, DP.3, DP.4, DP.5, DP.6, H.3, H.7, T.1, T.2, T.3, T.4, RT.4, W.1

National Planning Policy Guidance/Statements:

PPS 1 Delivering Sustainable Development

PPS 3 Housing

PPG 13 Transport

Supplementary Planning Guidance

Chilbolton Avenue Local Area Design Statement

Planning Considerations

Principle of development

The site is located within the settlement boundary of Winchester and is not identified as protected recreational open space.

The policies of the adopted Local Plan support residential redevelopment and infilling within the defined settlements providing that the proposed development:

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- Makes efficient and effective use of the land. (The density of the proposed development is approximately 31.8 dwellings per hectare, with the density of the immediate surrounding areas of Chilbolton Avenue being 28 dwellings per hectare within the approved development at Nos. 38 and 40 and 5.7 dwellings per hectare at Nos. 26 to 32).
- Responds positively to the character and appearance of the surrounding area. (The proposed layout of the development does respond positively to the character and appearance of the surrounding area as expanded upon within the section of this report covering Design/layout and Impact on character of area and neighbouring properties, below)
- Keeps parking provision to a minimum. (There is a parking ratio of two spaces per dwelling);
- Does not have an adverse or unacceptable impact on the occupants of adjoining properties. (The proposed layout and size of dwellings would not result in any detrimental effects on the amenities of adjoining occupants);
- Contains sufficient open amenity and recreational space. (There is a satisfactory layout, with 751 square metres of amenity land to the south east of the site).

Within a development of this size there is a need to provide for a mix of housing types and sizes. 50% of the proposed dwellings should be smaller dwellings of one or two bedrooms, with a gross internal floor area not exceeding 75 square metres. Of the 11 dwellings, 6 would have two bedrooms with a gross internal floor area not exceeding 75 square metres, thereby complying with the policy requirement.

Planning Policy Statement 3: Housing (PPS3)

PPS3 promotes more sustainable patterns of development and making better use of previously-developed land. This policy document seeks to provide wider housing opportunity and choice and a better mix in the size, type and location of housing than is currently available, and seeks to create mixed communities. PPS3 also promotes good design in new housing developments in order to create attractive, high-quality living environments in which people will choose to live.

Chilbolton Avenue Local Area Design Statement

Chilbolton Avenue is a broad, well-tree'd avenue and, although it has a bold sense of scale and the houses and curtilages are relatively large, the houses themselves are almost exclusively two storeys in height, with three storey elements restricted to one or two roof spaces and part of the new development at Chilbolton Court.

Nos. 26-40 have relatively long but narrow plots and are fronted by a belt of mature trees, and are more open to view. These houses are rather more recent and individual in design, appearing to date from the 1960's-70's, and are attractive.

Infilling behind the existing properties is likely to have very little effect on views from Chilbolton Avenue, or on its existing character, because of the density of roadside vegetation and the limited space between properties that significantly reduces the awareness of back gardens in views from the road. The fall in the ground to the east, away from the avenue, would also reduce the effect of development.

It is clear that infilling and redevelopment to a minimum density of 30 dwellings per hectare, as sought by PPS3: Housing, can be expected to have significant effects on the character of Chilbolton Avenue unless it is carefully managed.

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The following development guidelines have been prepared for all developers to consider in the preparation of any proposal within Chilbolton Avenue:

- A preference for mews style developments at right angles to Chilbolton Avenue behind existing frontages;
- Whilst the trees dominate the scene, the buildings remain subservient, recessive and generally discreet. This is a fundamental quality of the avenue, and one that needs to be substantially retained;
- The extent, density, character and nature of any additional infilling should not be uniform, but should vary from one locality to another;
- New development, as seen or perceived from Chilbolton Avenue and Teg Down, should be substantially of the same scale, height and mass as existing buildings.

In order to retain the overall scale of Chilbolton Avenue, buildings should appear to be contained broadly within the overall mass of existing buildings, particularly with regard to building height. New buildings should therefore be substantially of two storeys in height, although a third floor within some roofs may be acceptable, and should remain of substantially the same visible or apparent mass as existing buildings.

A feature of existing buildings along Chilbolton Avenue is that they appear to have been almost exclusively individually designed and, although they exhibit mostly traditional forms, they each have a separate identity. New development should therefore be of a high quality and respectful of the existing character and architectural style of the avenue, sufficient to raise the quality of architectural treatment generally, but undertaken so as to be essentially discreet in character.

Any redevelopment proposals should not result in frontages facing Chilbolton Avenue being dominated by hard surfacing and parked cars with site entrances being designed to be as discreet as possible.

Within the adopted Supplementary Planning Guidance, Chilbolton Avenue Local Area Design Statement, it is acknowledged that the redevelopment of appropriate sites will lead to an increase in the density of the area but, with careful management of the developments, this should not be at the expense of the character and appearance of Chilbolton Avenue and would not result in the urbanisation of the road.

The proposed development would have one more dwelling than the development approved to the north east, which has resulted in a development density in excess of 30 dwellings per hectare. However, this does not appear as a cramped development and through the proposed design and siting of the buildings it would reflect the character of the area and follow the development guidelines outlined within the Chilbolton Avenue Local Area Design Statement. In addition, the proposed gardens are of a size that are appropriate for the size of dwellings proposed and would not be considered too small.

There will be an increase in the amount of hard-standing within the site and specifically to the frontage. However, it is proposed to plant hedging under the canopy of the tree belt to the front of the site, in order to provide a screen to the vehicular parking and area of hard-standing. Through the proposed landscaping condition (Condition 3) the Council can ensure that the hedging is of a native species and would not appear out of keeping with the character and appearance of the surrounding area.

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Design/layout and Impact on character of area and neighbouring properties

The proposed development has followed the principles established within the development to the north east (approved under planning application ref:05/00394/FUL), with a row of dwellings to the front of the site and a central vehicular access through to a row of larger dwellings to the rear.

Whilst it is generally desirable that existing buildings are retained and converted, they are not in this case listed, nor are they located within a conservation area. Therefore, there is no requirement or policy in the adopted Winchester District Local Plan Review that they should be retained. Additionally, whilst the Council desires to obtain the widest and most comprehensive development of land possible, it cannot force separate landowners and developers to come forward with a unified scheme, and case law has clarified that to refuse planning applications for reasons of non-comprehensive development, where adjoining parcels of land or properties are excluded from proposals, is rarely warranted.

The dwellings have been designed so that they are not all of a similar design, and there is a range of designs, appearances and materials to reflect the existing character of Chilbolton Avenue, i.e. individually designed dwellings. In addition the layout of the proposed dwellings reflects the character of the existing properties, incorporating gaps between the buildings that allow for limited views to the rear of the plots.

The design of the proposed dwellings has also carefully considered the privacy of the adjoining occupants, with the only windows at first floor level having the potential to result in a loss of privacy to adjoining occupants serving a bathroom and a landing. Therefore, it is proposed to add Conditions 11 and 12 to require the obscure glazing of the proposed windows and ensure that no other windows are inserted in the north east or south west elevations of any dwelling without first obtaining the written approval of the Council.

The height of the proposed buildings would range from 7.8 metres for the terrace of four dwellings to the north west of the plot, to 9.2 metres for the four dwellings to the rear. The scale and size of these dwellings is similar to the dwellings to the north east, where the properties to the front of the site have a ridge height of approximately 10 metres. In addition, the proposed heights reflect the scale of the existing dwellings and those in the locality and would not therefore appear as overbearing structures in the surrounding area. The submitted street scene elevation does not show the proposed two pairs of semi-detached dwellings within the rear of the site, as the rear buildings would not be visible when standing within Chilbolton Avenue

Landscape/Trees and Open Space

The existing belts of trees to the front and rear of the site are to be retained, with only six existing trees within the plots being removed and only poor quality trees being removed from either of the front or rear belts. The removal of the identified trees would not significantly affect the character of the site or the belt of trees within Chilbolton Avenue or when viewed from the wider context of Winchester as a significant landscape feature. There is no indication that any other trees should be felled and either replaced with additional planting or allow for their natural replacement by self-seeding.

A financial contribution of £20,304 is required towards the provision and maintenance of Recreational Open Space within the surrounding area.

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Highways/Parking

The proposed site layout provides for sufficient parking for both vehicles and cycles, together with adequate turning area for a large service vehicle to enter and leave the site in a forward gear. The proposed visibility splays onto Chilbolton Avenue would also be in accordance with the adopted standards and would not increase any hazard to the users of the adjoining highway.

On 2nd April 2008, Winchester City Council adopted Hampshire County Council's Transport Contributions Policy, which in this case requires a financial contribution of £38,841. This will be put towards highways and transport improvements within Hampshire, as identified by Hampshire County Council Highways Department.

One of the aims of the Winchester District Local Plan Review is to increase permeability throughout the District. As has been identified within the Chilbolton Avenue Local Area Design Statement (paragraph 2.66, page 21), there is very limited pedestrian permeability within the whole of Chilbolton Avenue and the proposed footpath would be a publicly accessible route between Chilbolton Avenue and Byron Avenue.

Other Matters

An objection has been received by the Council which refers to inadequate capacity at local schools and child care facilities. As a response, the Council has consulted Mr Ian Lawson of the School Organisation Unit at Hampshire County Council and his response will be verbally updated to the Committee.

The required financial contributions towards Transport and Highways Improvements and Recreational Open Space have been received by the Council.

Planning Obligations/Agreements

In seeking the financial contributions for Transport/Highways Improvements and the provision of Recreational 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

Application Permitted subject to the following conditions and upon completion of a Section 106 Legal Agreement:

- To secure public use of the proposed footpath through the site to Byron Avenue.

(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).

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2 No development shall take place until details and samples of the 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 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 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 there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and types of boundary treatment to be erected. The boundary treatment shall be completed before occupation of the dwellings hereby approved and shall be carried out in accordance with the approved details.

Reason: In the interests of the visual amenities of the area.

5 No development, or works of site preparation or clearance, shall take place until details, including plans and cross sections of the existing and proposed ground levels of the development and the boundaries of the site and the height of the ground floor slab and damp proof course in relation thereto, have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure a satisfactory relationship between the new development and adjacent buildings, amenity areas and trees.

6 A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, specifically the woodland area to the front and rear of the site, shall be submitted to and approved in writing by the Local Planning Authority before development commences. The landscape management plan shall be carried out in accordance with the details hereby approved.

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.

7 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

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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.

8 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 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.

9 Before the development hereby approved is first brought into use, a turning space shall be provided within the site to enable vehicles using the site to enter and leave in a forward gear. The turning space shall be retained and kept available for such purposes at all times.

Reason: In the interests of highway safety.

10 The parking area including the garage shall be provided in accordance with the approved plans before the dwelling 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 dwelling house as a residence.

Reason: To ensure the provision and retention of the parking in the interests of local amenity and highway safety.

11 The first floor windows in the north east elevation of House D and the south west elevation of House G hereby permitted shall be glazed in obscure glass and thereafter retained.

Reason: To protect the amenity and privacy of the adjoining residential properties.

12 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, (or any order revoking and re-enacting that order, with or without modification), no windows other than those expressly authorised by this permission shall, at any time, be constructed in the north east or south west elevations of the dwellings hereby permitted.

Reason: To protect the amenity and privacy of the adjoining residential properties.

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

2. Hampshire County Structure Plan Review: No saved policies of relevance
Winchester District Local Plan Review 2006: DP.1, DP.3, DP.4, DP.5, DP.6, H.3, H.7, T.1, T.2, T.3, T.4, RT.4, W.1

3. The applicant is advised that Conditions 2, 3, 4, 5, 6, 7, 8 and 9 attached to this permission need to be formally discharged by the Local Planning Authority before works can commence on site. The Local Planning Authority is unable to give priority to this work and therefore any details, plans or samples required by conditions should be submitted to the Council at least 6 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

4. A formal application for connection to the public sewerage system is required in order to service this development. To initiate a sewer capacity check to identify the appropriate connection point for the development, please contact Atkins Ltd, Anglo St, James House, 39A Southgate Street, Winchester, SO23 9EH (tel 01962 858688), or e-mail www.southernwater.co.uk.