



Meeting	Planning Committee
Date and Time	Monday, 20th September, 2021 at 2.00 pm.
Venue	Walton Suite, Guildhall, Winchester

S U P P L E M E N T A R Y A G E N D A

Agenda Item.

4. Where appropriate, to accept the Update Sheet as an addendum to the Report (Pages 3 - 24)

(Update Sheet – 20 September 2021)

City Offices
Colebrook Street
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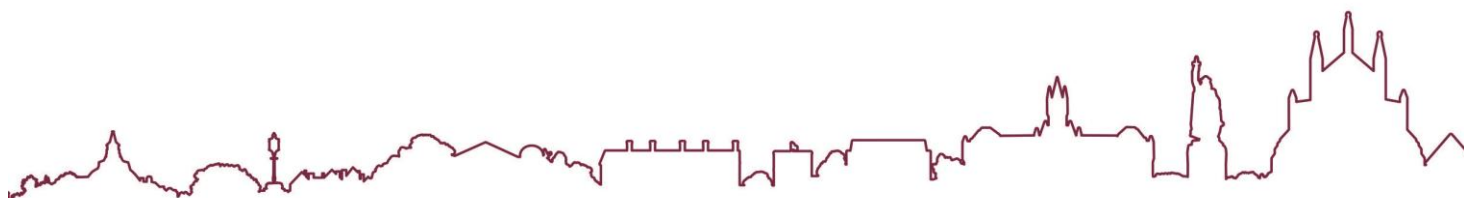
Lisa Kirkman
Strategic Director and Monitoring
Officer

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17 September 2021

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Planning Committee

Update Sheet

20/09/21

The information set out in this Update Sheet includes details relating to public speaking and any change in circumstances and/or additional information received after the agenda was published.

Item No	Ref No	Address	Recommendation
	21/01727/FUL	Coventry House, Barfield Close, Winchester	Permit

Officer Presenting: Nicholas Parker

Public Speaking

Objector: Richard Harwood QC, Patrick Davies, Fiona Mather

Parish Council representative: None

Ward Councillor: Cllr Charles Radcliffe

Cabinet Member: Cllr Martin Tod

Supporter: Catherine Bartlett-Agent, Andy Hickman-WCC Head of Programme, Jon Charlton-Contractor Wilmot Dixon, Sarah Jones-Morris-Landscape Architect, Paul Roebuck-Ecologist, Paul Ingram-Lighting Advisor, Stephen Booi-Acoustics Advisor, Malek Thomas-Daylight/Sunlight assessor, Andrew Fraser-Urquhart QC

Update

To note:

Levels: Clarification on ground level height (Above Ordnance Datum) contained in submitted DAS and Committee Report:

Detailed measurements undertaken by the applicant in relation to the established construction levels on the western elevation clarifying the ground level at **38.95 AOD** (not 38.60 AOD as reported in the DAS at para 6.2). The original figure was taken from a dip in the ground level further away from the footprint of the proposed building.

As a result the measurements contained in the report and presentation at the following sections: Site Description Proposal and Design/layout and the slide showing the erected stairwell, should be corrected to the following:

Site description: The site is a relatively flat area within the fence line, around 38.95 AOD (reported as 38.600 AOD), falling marginally from east to west.

Proposals and design/layout: The car park at its tallest within the stair cores will stand at a height of **9.875m** (reported as 10.225m) above the established ground level.

The top of the parapet/cladding of the car park is set at **48.825 AOD** (reported as 48.010 AOD)

The corrected figures do not alter the height and dimensions of the building or its representation shown on the submitted plans and drawings and used for the purposes of the assessment reports but provide a more accurate calculation in respect of established ground levels (AOD). As such the correction is not considered to materially affect the assessment of the scheme. As this does not change any of the submitted plans and drawings or assessment report, which were consulted upon, it is not considered that any member of the public or

consultee would be prejudiced by the need to make this correction. Furthermore the Council's internal consultees have confirmed that this correction does not affect their assessment of the scheme.

Plans: An updated version of the Landscape and Ecology Plan was submitted on 14th September clarifying the detail of the proposed hedgerow along the western boundary. The following amended plan ref. Proposed landscape and ecology plan - VTX-STL-XX-00-DR-L-XXXX-0910 P08 should replace rev 07 as referenced in conditions 01 and 03 in order to secure compliance. The additional detail, although helpful, is minimal and it is not considered that any prejudice will be caused by the Council now having regard to this updated plan.

Objection letter

As reported in the committee report a further letter of objection was received on 8th September after the deadline for publicity expired on 28th August. The letter was prepared by solicitors on a resident's behalf and is said to have been drafted by leading counsel. The letter was dated 16th July 2021 but has since been amended to the date the letter was received by the Council, the 8th September 2021.

A technical noise report was enclosed with this letter (and this report had been sent to the City Council separately a few days earlier). The matters raised in the letter have been assessed by the applicant and where appropriate the relevant officers of the Council have also provided a response.

A summary of the letter and responses are provided in this update paper and conclusions are drawn on the effect of the issues raised in relation to the determination of the planning application.

Issue raised

Site plan: The letter states there is no site plan in this application and it is not possible to understand the ground layout outside the building without it.

Response

The following plans were submitted with the planning application and published to the web site on 23rd June 2021.

- Existing Site Plan VTX-STL-XX-00-DR-L-XXXX-0901 PL01
- Proposed Site Plan VTX-STL-XX-00-DR-L-XXXX-0910

Officers are satisfied that sufficient information has been provided through these plans and generally for a full understanding of the proposed site layout including the ground layout outside the building.

NOISE – The applicant and planning consultees have provided the responses to the matters raised as set out separately below:

The applicant's response:

Issue raised

The objector's letter refers to the 24 Acoustic noise report (which including at para 3.3 (a)) considers that it provides the correct background noise level in Domm

Road.

Response

The level that 24 Acoustics have taken their reading at is lower than the ground floor of the proposed development. At the ground floor of Domum Road, Stroma have calculated the background noise to be 48dBA. The 55dBA is an average of the actual measured figure on site taken from position LT. Concurrent to the LT measurements, measurements were taken at ST4 on Domun Road at the bottom of the bank. This showed a 7dBA reduction in background noise which was used to create the correction in the baseline figure used by Stroma. 55dBA measurement is used as the baseline background noise measurement as it corresponds with both the ground floor of the car park and the 2nd floor windows of the adjacent properties on Domun Road. Where 24 Acoustics have taken their reading, is lower down the bank and closer to Domun road itself, which will always produce a lower background noise level. In addition, the effect of noise being generated by the development would also be lower but 24 Acoustics have not factored this reduction into their results.

BS4142 is one of the British Standards used for the assessment and details the equipment that should be used and the accuracy of it. The equipment used for the noise survey conforms to this Standard and has traceable calibration certificates. Calibration checks using a calibrated reference signal were also undertaken just before and after the surveys which confirmed the equipment was performing as intended and the data was accurate.

The plan below, taken from Stroma's report, shows the monitoring positions used for their assessment. With respect to Domum Road, position LT was used as it was the closest point that could be used to securely fix equipment in a long term setting.

The LT noise level measurements were undertaken at an absolute height of 39 – 40 meter above datum. Ordnance Survey data shows the ridges of the roofs of the dwellings in Domum Road to be in the region of 42 meter above datum, with the 2nd floor windows not far below the ridge. Data collected at the LT measurement position is therefore considered representative of the 2nd floor of dwellings in Domum Road.

The correction factor derived from the concurrent LT and ST4 measurements is also considered adequate for determining noise levels at ground floor levels.

I have reviewed again the methodology and process that were adopted for the noise impact assessment and I am entirely satisfied as to its correctness and the reliability of the results derived. I remain entirely confident in our assessment.



Figure 2. Approximate noise measurement positions overlaid onto a Google Earth satellite image

Issue raised

The Council's figures are based on noise monitoring on the proposed car park site (LT1) which are used to produce a calculated figure at the Domum Road houses. The calculation is based on noise measurements taken on Domum Road (ST4) for 1 hour at 9.30 (so after the peak hour) on 9th November [Noise Assessment, table 5]. No noise measurements should have been taken on that day because it was raining (Noise Assessment, para 5.11). The rain would have generated extraneous noise. Since the ST4 measurements were not taken in the peak hour, Stroma then make an adjustment to the figure to try to replicate peak hour.

The 24 Acoustic measurements were also taken at a time which better reflected normal conditions. Unlike Stroma's November 2020 measurements, there was no lockdown, Winchester, M3 traffic and aircraft movements were coming out of the Covid impacts, and the leisure centre and its roundabout were complete. Background noise levels would be more likely to be higher in July 2021 rather than November 2020. That Stroma's figures claim the reverse, shows the effect of an inadequate amount of noise monitoring, conducted under the wrong conditions.

Response

As discussed in the *Noise Impact Assessment* report (ref. 09-20-84548 – NC 01 Rev C, dated 08/06/2021), the ST4 measurements were not used directly for the assessment but rather to derive a correction factor between position LT

(representative of 2nd floor level receptors) and ground floor level for receptors in Domum Road, as long term measurements in Domum Road were not feasible.

Rain did not cause extraneous noise as there was no precipitation during the ST4 and concurrent LT noise survey periods. As noted in the report, roads were damp (no standing water) which may have resulted in some additional tyre noise but this would have been consistent between both ST4 and LT in terms of the LA90 background levels. Given that the main source of background noise was observed to be traffic induced noise (M3 motorway) during both dry and damp conditions, the difference in background noise between LT and ST4 is considered to be due to geographic screening. Therefore, even if there was additional tyre noise due to damp conditions, it would not have affected the correction factor.

Noise monitoring was undertaken over a 5-6 day period which is considered of sufficient duration to attain a robust data set for determining the prevailing noise conditions.

The main leisure centre structure was complete at the time of the survey. Also, the new roundabout was mostly complete at the time of the survey, with traffic flowing across the junction, so would not have affected materially the noise survey results.

Stroma's noise assessment has analysed worst-case noise egress from the proposed car park based on conditions at the time of the proposal. To claim that the baseline noise levels are inadequate based on an assumption as to how the 7 to 8 am post-Covid noise environment has been affected is not factually correct.

It is acknowledged that the 24 Acoustics background noise levels are lower than those used for Stroma's noise assessment. It is unclear why there is such a large difference. It may be (partly) due to Covid-related change in highway use, some seasonal variance maybe. Also, we don't know the exact position of the 24 Acoustics measurements, plus the veracity and suitability of the 24 Acoustics measurements has not been verified. Nevertheless, Stroma's noise monitoring and assessment are considered robust, so I am confident in the outcome of our assessment.

Issue raised

The 24 Acoustic figures show background levels in the morning peak 7-8 am of 40 dB LA90, 1 hr. Their report then takes the Applicant's own projected noise from the scheme. The Council are correct to make an adjustment for impulsive noises since car parks involve doors being opened and closed, turning movements and persons moving and talking in the open. Even on the Council's adjustment and the Storma rating levels of between 45 and 49 dB LAr, 1hr the background noise level would be exceeded by between 5 and 9 dB.

Response

As previously stated, the predicted car park noise levels in the Noise Impact Assessment report (ref. 09-20-84548 – NC 01 Rev C, dated 08/06/2021) are not considered representative of the measurement position used by 24 Acoustics as car park noise would be lower at this position. The car park noise levels presented

in the report can, therefore, not be used for such comparison. In addition to this, there is no evidence, such as photographs of the equipment in its stated location.

Issue Raised

The 24 Acoustic measurements were taken at first floor level. Storma proceed on the basis that there is a 7 dB difference between background noise levels at the ground floor of the Domum Road houses and their second floors, because Domum Road is so much lower than Barfield Road and Bar End. The rating level would also be 1 dB lower at the ground floor. On Storma's analysis this would suggest that the ground floor background level would be even lower than the 24 Acoustic first floor measurements. The ground floor impact would therefore be worse.

Response

The 7 dB difference is only considered to be applicable when noise from the M3 motorway is the main contributor to the background sound levels. Therefore, extrapolating this 7 dB correction to all background sound data would most likely not result in representative data. Nevertheless, the noise assessment is in agreement with the comment that the potential for disturbance is higher at ground floor level, which is reflected in the noise assessment undertaken, as per Table 11 to 13 in the *Noise Impact Assessment* report (ref. 09-20-84548 – NC 01 Rev C, dated 08/06/2021).

To summarise, we believe that our Background noise assessment has been undertaken in line with current British standards (BS4142) and industry best practice and Stoma stand by the information in our report. The readings taken by 24 Acoustics are unverified and not representative of the proposed development. 24 Acoustics assessment does not take into full account the screening differences between their assessment position and the development as it does not apply a reduction to predicted noise generated by the car park relative to the location where they undertook their readings. The 24 Acoustics assessment also fails to take into account the context of the proposed site, i.e. an industrial area with existing car park next to the proposed car park.

Furthermore, the 24 Acoustics assessment does not consider comparison of car park noise against the 50 dBA threshold, on the basis that car park traffic noise is not comparable to road traffic noise. In Stoma's view the two noise sources are very similar in nature, thus a comparison of car park noise against the 50 dBA threshold is perfectly valid.

WCC Service Lead Public Protection response:

The noise report prepared by 24 Acoustics (Reference 64239-1 Rev 0 -2nd September 2021) has been assessed by the Council's Environment Protection Officers who have been assessing the noise impact of the proposed development. The noise report questions the validity and reliability of the Stoma report. (Ref 09-20-84548-NC 01 Rev C)

The conclusions reached by the EPOs confirms that their position remains unchanged i.e. they do not object to this application on noise grounds. The following comments have been provided to justify this position:

Both the Stroma report (reference 09-20-84548 – NC 01 Rev C) and 24 Acoustics report (reference 6439-1 Rev 0) discuss what methodology should be used to assess the noise impacts from this development.

We consider that, in the absence of a specific standard to assess car park noise, it is appropriate to use BS4142:2014+A1:2019. Essentially, BS4142 compares the background noise level (L_{A90}) with the expected noise level to establish the difference and therefore the 'noise impact' over the background. Where the rating level is less than the background level, it is suggested that the noise has a low impact, where the rating level is up to +5dB over the background level, there is an indication of an adverse impact and where the rating level is over +10dB, there is an indication of a significant adverse impact.

A key difference between the Stroma report and the 24 Acoustics report is in the assessed level of the background noise. 24 Acoustics has measured the background noise level on a patio at first floor level of a property called 'Kingfishers' on Domum Road and has concluded the background noise level as being 40dB $L_{A90,1\text{ hr}}$ and have compared this with the sound rating level predicted by Stroma (50dB L_{Ar}) calculated for a different location/height (Second floor Willow Tree House). They have concluded that with a difference of +10dB, there is likely to be a significant adverse noise impact from this development.

We cannot accept this conclusion for the following reasons:

i. Meteorology

The report from 24 Acoustics (para 3.6) does not present sufficient information about weather conditions when the assessment of background noise was made.

Weather conditions, including rain and wind speed/direction have a significant impact on the results.

BS4142 –Section 12 paragraph H (p18) details the weather conditions that should be reported and this includes wind speed and direction.

Wind direction is especially important when considering the potential noise impact from backgrounds dominated from directional noise sources such as the M3 and the existing park and ride car park. Using historical meteorological data available on the internet, the weather for the week of 24 Acoustics monitoring period, was very dry with Northerly and Easterly wind directions dominating.

Wind from the North is likely to reduce the effect of noise from the M3 at the 24 Acoustics monitoring location and this is not the prevailing wind direction for this location.

ii. Location of background assessment

24 Acoustics have measured background noise levels from the first floor patio of a residential property - 'Kingfishers' on Domum Road. They have then used data to directly compare this with specific noise levels predicted in the Stroma report for the 2nd floor of a different residential premises. As this predicted level is for a

different height and location this is in our view an incorrect comparison.

In addition, the patio chosen for the background monitoring is acoustically sheltered by surrounding structures (i.e. with a garage roof next to the patio that would have shielded the patio from Northerly winds) and therefore is likely to generate a lowest possible background level for the area and we do not consider that this is truly representative of background noise levels or therefore impact on properties on Domum Road, including at first floor level.

iii. Extent of background noise monitoring

The Stroma report assessed background noise levels from a variety of locations, (i.e. NSR 2 -St Catherines Court on Barfield Close, NSR 3 -69 Bar End Road, NSR 4- Domum House in addition to the nearest residential receptor NSR 1- Willow Tree House) to be more representative of the whole area, whereas 24 Acoustics has focused on one property.

BS 4142 states *“in using the background sound level in the method for rating and assessing industrial and commercial sound it is important to ensure that values are reliable and suitably represent both the particular circumstances and periods of interest. For this purpose, the objective is not simply to ascertain a lowest measured background sound level, but rather to quantify what is typical during particular time periods.”* It is considered that the 24 Acoustics report has not followed this principle. For reasons set out elsewhere in this response, we do not consider 24 Acoustic's measurements and assessments to be representative or reliable, even for Domum Road, in isolation.

iv. Assessment of the impacts

The 24 Acoustics report, having taken the background readings at the first floor patio at “Kingfishers” has then compared this measurement to the ‘absolute worst case’ Sound rating level provided by Stroma. This absolute ‘worst case’ sound rating level that 24 Acoustics have taken to compare from the Stroma report, represents an assessment of the whole car park filling up within an hour, but we do not believe that this will regularly, if ever, be the case.

v. Acoustic Feature correction

24 Acoustics have suggested that the acoustic feature correction of +3dB proposed by Stroma is an under representation of the impact. As BS4142 states, an acoustic feature can, in terms of human response, increase the significance of impact and an assessment of this can be made with the addition of decibels to the final calculated noise rating level. “Acoustic features” are something which makes the noise impact more discernible/ audible against the existing background soundscape at the receptor and can be intermittent, impulsive or tonal.

Although Stroma have added a +3dB acoustic correction, as we have advised previously, we do not believe that the proposed park and ride will result in additional intermittent/ impulsive or tonal noise as perceived at the receptor location. Park and Rides are not generally known for lots of idling/ revving engines and door slams as most users will be simply wishing to park and leave their

vehicle once parked. Similarly these sites do not operate like taxi ranks with engines idling where people are picked up or are the source of lots of anti-social vehicle noise etc. The general noise climate includes noise from the adjacent refuse depot site with associated large vehicle movement and noise from moving vehicles on one of the main roads into Winchester. It also is near to an existing park and ride site and there will be some noise from the M3 (depending on wind direction). We do not think that the park and ride will create additional impulsive/tonal or intermittent noise that warrants any more than +3dB as a maximum. In fact, we would have accepted a zero rating correction in this instance.

Comment on Harrison Grant covering letter (ref HEA0011/SR)

It has been suggested in this letter that the 24 Acoustic data is more representative and therefore takes precedence over that provided in the Stroma report. We have already covered above our technical consideration as to why we do not consider this is the case. Further this letter makes general comment regarding the prevailing noise climate in July 2021 compared to that present in November 2020 when the Stroma data was collected. Suggestion that the prevailing noise environment is now very different due to easing of lockdown/Covid restrictions, completion of the leisure centre and changes in traffic and aircraft flows are not accepted as a reason why the 24 Acoustics results should be considered to be more reliable than those in the Stroma report.

Aircraft traffic flow affecting this location is still minimal, as it was when Stroma conducted their assessment. As regards the construction of the leisure centre and roundabout, we believe that this was almost complete at the time of Stroma's assessment and in any case they report (para 4.3) that these impacts were minimised during the monitoring.

As regards impacts during the Covid pandemic, the park and ride was not being used as much as normal as identified in para 4.4 of the Stroma report. This could have resulted in a lower background level than would be typical. As reported this would have led to a worse case assessment.

As discussed in para 5.20 of the Stroma report, the lockdown did not appear to significantly alter general road traffic levels and therefore background noise levels were considered representative.

It is still considered the monitoring data from November 2020 provides a robust database to perform an assessment.

It has further been suggested that data has been extrapolated in the Stroma report and therefore is inferior to that measured in the 24 Acoustics report. We do not accept this conclusion as the Stroma report assesses a wider range of monitoring locations and in such circumstances it is very common and accepted that access to noise sensitive properties may not be possible, such that representative locations can be chosen, but justified and corrected for various acoustic factors. This is common practice and we therefore have no issue with such an approach.

Data when it is raining should not be used – this is true. High winds or heavy rain which would directly impact on the microphone of the noise meter can cause incorrect readings. Taking readings in wet conditions is likely to result in higher background noise levels and when compared to the rating level reduce the potential significance of the impacts

Stroma did not use the results from monitoring when it was raining on 9th November. They did however, get some results when the ground was wet, but recognised that these would not be representative of the peak times. These values with wet ground (not raining) were merely used to calculate a representative background level at location ST4 as detailed in paragraph 5.21. We are satisfied with this approach.

3. Additional information submitted by applicant relating to the stoma report (email Stephan Booi of Stroma dated 09 September 2021 19:24)

These comments have been noted and assisted in making the assessment provided above. We have no technical issues with the clarification provided which simply confirmed our previous understanding of such matters.

4. Conclusion and Recommendation

Whilst the 24 Acoustics background noise level is different to that of Stroma, it does not in our view introduce reasonable doubt as to the reliability of the Stroma report. We remain satisfied that the approach and methodology used by Stroma to collect background noise levels and to assess the impact of the proposal is correct, reliable and robust.

Aside from the reports, we have to recognise the context of this application. Abigail and I have visited the site and the surrounding area, including Domum Road, on numerous occasions during our time working at Winchester. The site is part of an established commercial and business location, it is located close to the BIFFA waste collection site with associated large vehicle movements and machinery/equipment, it is close to an existing operational park and ride site and a main road into Winchester and is also impacted by the M3 motorway. The site already has planning permission for an open air park and ride (although we understand that it is doubtful that this planning permission will now be implemented).

Considering the above, together with the technical assessments, we do not envisage that the number of vehicle movements which would arise as a result of this proposed development will give rise to any significant or unacceptable amenity impact from noise. **We therefore maintain the position that we have no adverse comment to make regarding this application on a noise basis.**

DAYLIGHT AND SUNLIGHT ASSESSMENT - The applicant has provided the following response to the matters raised:

Issue raised

It is now accepted that the initial screening exercise failed to take into account that the building site was much higher than the Domum Road properties (compare 25th August email and Assessment, figure 6). The range of potential consideration was applied as 3 times 10 metres (30 m) when it should have been 3 times 15 metres (45 metres) for the lower Domum Road properties.

Response

Contrary to the objector's suggestion, it has never been accepted that the screening exercise failed to take into account that the building site was much higher than the Domun Road properties. On the contrary, the difference in height has always been included in the model. Although figure has changed the difference in height has always been included. Please see latest issue of report 09-20-84548 DLSSL – V4 Coventry House removed, produced on 24/08/21, which covers all buildings that could possibly be affected. Buildings B7 & B8 meet BRE guidance.

Issue raised

The assessment produced shows numerous breaches, in particular with the former building excluded. A failure under BRE is a combination of low daylight or sunlight levels, made significantly worse by the development proposed. It is therefore a tough test to fail outside very high-density locations, but this scheme does so repeatedly.

Response

The BRE document is a guidance only document there are no mandatory requirements to pass. It is not uncommon to see windows which do not meet the guidance fully.

For the most part the windows which don't meet the BR 209 guidance are only just outside the guidance. It is also noted that the BR209 guide does not account for window size and it is possible that the actual effect is less than the modelling suggests. Therefore a small difference may be noticed but it will be minimal. Due to the very shady nature of Domum Road due to the high embankment and the large trees some of the residential property windows do not meet BRE standards regardless of the impact of the proposed car park. BRE have been consulted and have confirmed that Stroma are correct to include the previous building in their report. Please see emails BRE-389 Br209 and BRE-389 New Customer Enquiry, which provides the confirmation from Paul Littlefair of BRE that Stroma were correct to include Coventry House in their assessment.

Issue Raised

The Daylight and Sunlight calculations have been taken from incorrect drawings which are not the application scheme drawings. Appendix D of the assessment contains the drawings used. These show on the west elevation a height at the top of the level 2.5 screen and west stair core of 48.495 m AOD. The relevant

application drawing is VTX-STL-X-ZZ-DR-A-XXXX-0201 Revision PL01. That shows this staircase and screen at 48.825 m AOD. The level 2 screen is similarly higher in the application drawing: 48.010 m AOD compared to 47.680 m AOD in the Daylight and Sunlight Assessment.

Response

The drawings referenced in the daylight/ sunlight report were used by Stroma to construct the building in the model and therefore the AOD values were not taken into account. The drawing Stroma used was produced during the first application. In short they used an outdated drawing with the wrong AOD values but the correct building size. The model therefore does not use or rely on the AOD values for the proposed building. The model itself is a relative representation of the site, including Domum road. Survey data was used to build a 3D model of the area to produce the level differences between the development and Domum Road. The scheme does not propose any substantial change in levels on the development site.

The drawing included in Stroma's report shows that the North West corner of the building is 9.060m from ground level (See image 1). Drawing number VTX-STL-X-ZZ-DR-A-XXXX-0201 Revision PL01 included as part of the application shows the same value (See image 2).

Image 1: Extracted from Stroma's report: North West Corner of the building.

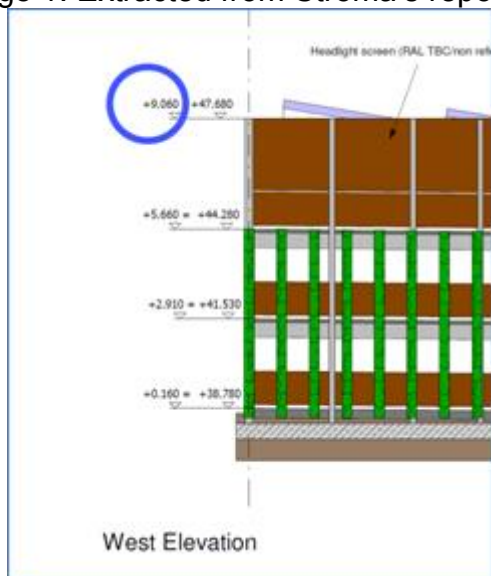
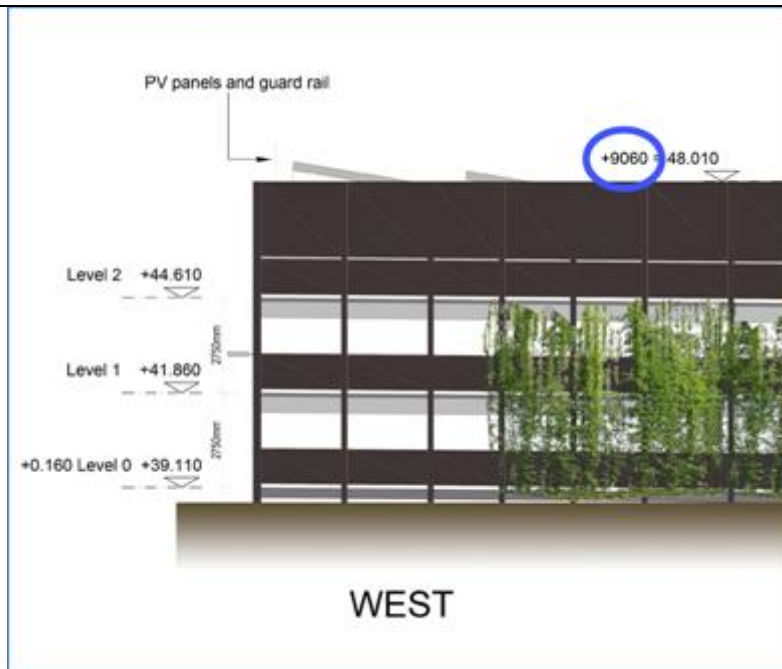
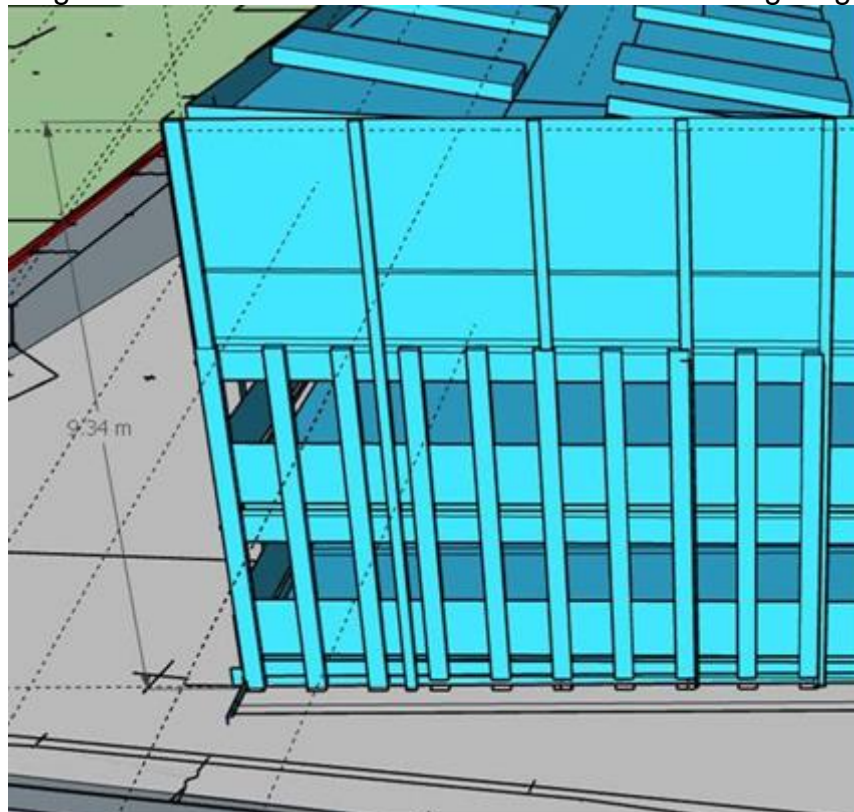


Image 2: North West corner of the building taken from VTX-STL-X-ZZ-DR-A-XXXX-0201 Revision PL01



The model used in the Daylight/ Sunlight report is actually slightly bigger which has an effect greater than that of the proposed development. Instead of modelling a building that is 9.060m on this corner, they have in fact modelled it at 9.340m (See image 3). It is Stroma's standard practice to model the building slightly larger so that if there are any future changes or issues, the model and report does not need to be regenerated. It also compensates for construction tolerances so that the effect of the finished building will always be less than the modelled structure.

Image 3 from model: Corner at west elevation showing height of 9.34m



When looking at the highest point of the west elevation (the staircase), the same process has been applied. Image 4 shows the value used in Stroma's report being 9.875m. Image 5 shows the same value included on drawing VTX-STL-X-ZZ-DR-A-XXXX-0201 Revision PL01 used in the application. Image 6 shows the actual height used in the model, which again is slightly higher, thereby representing an effect greater than that of the proposed development. In this instance the model is 285mm higher.

Image 4 Extracted from Stroma's report: Staircase on west elevation of the building.

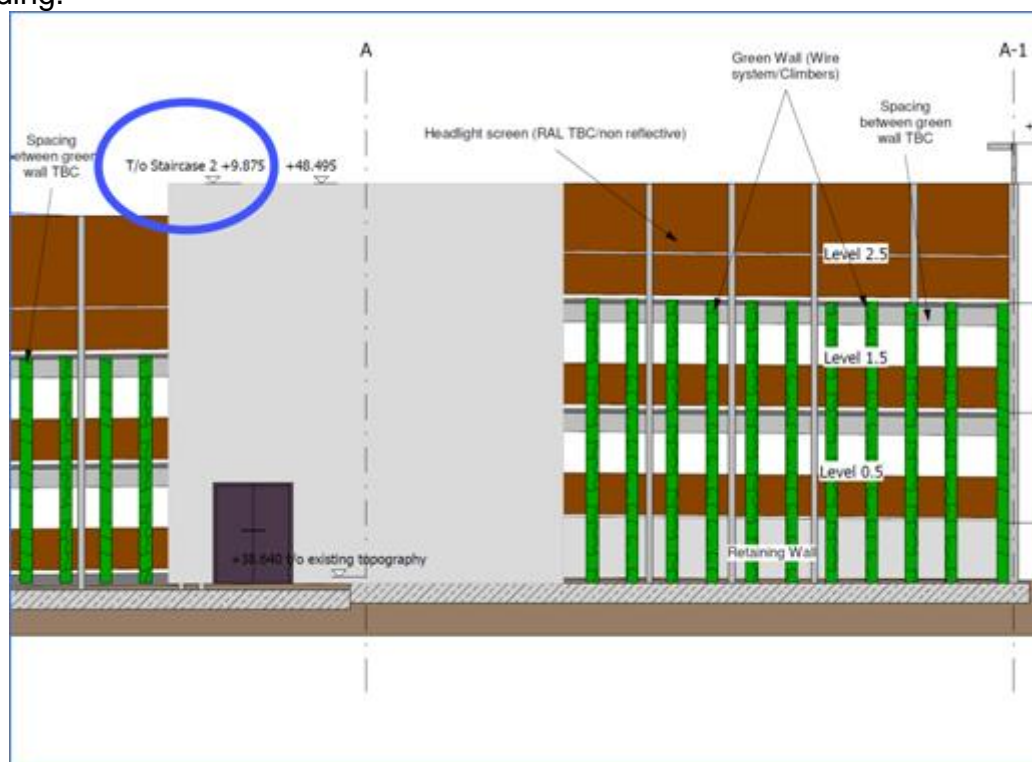


Image 5: Staircase on the west elevation of the building taken from VTX-STL-X-ZZ-DR-A-XXXX-0201 Revision PL01

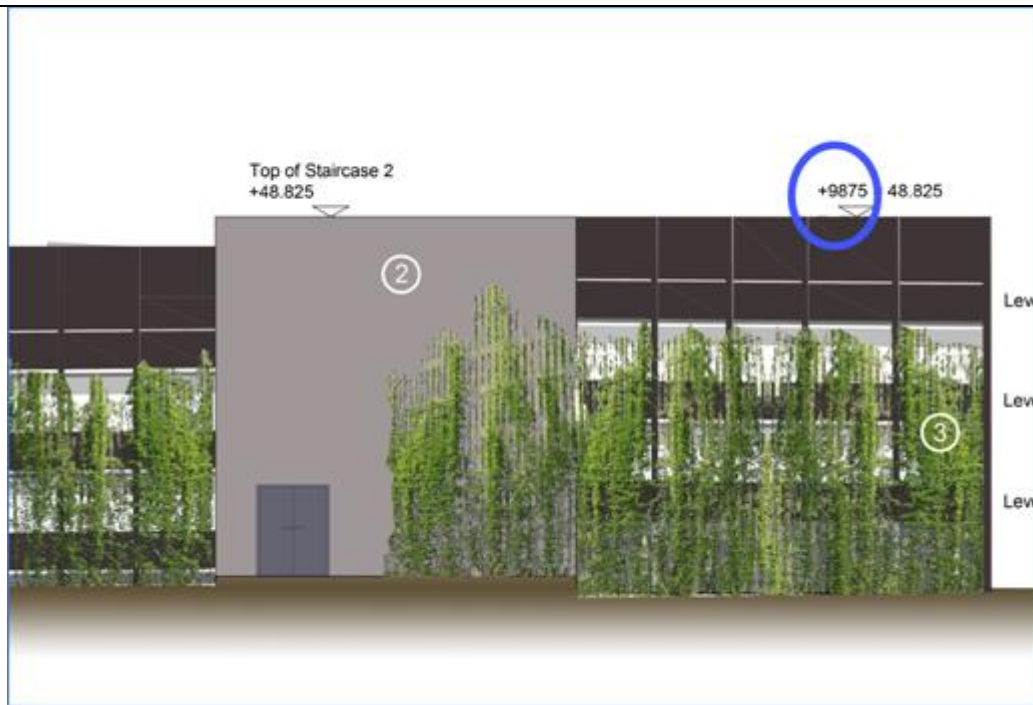
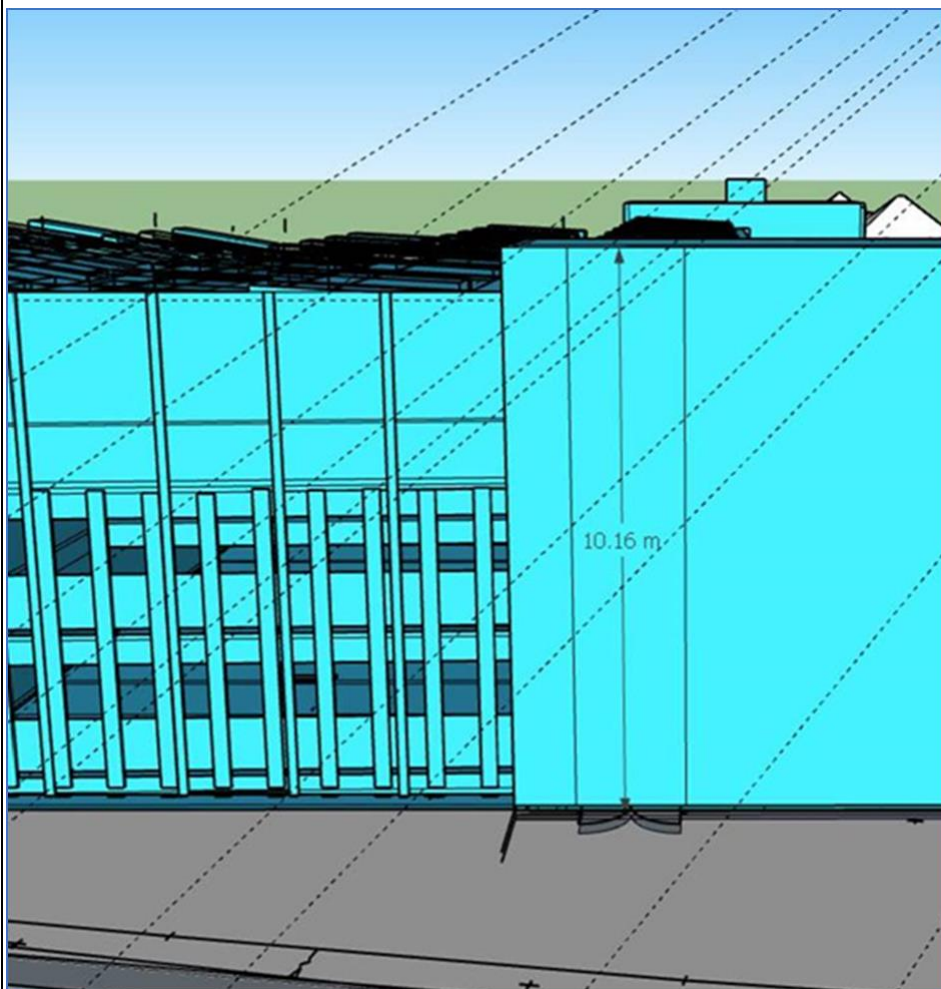


Image 6 taken from the model: Showing the stair case on the west elevation at a height of 10.16m



As stated, the differences in AOD between the drawings used in the application plan and the Daylight and Sunlight report do not affect the model or the assessment. Indeed, by modelling the building slightly higher than that shown on the application plans, Stroma have calculated the building as having a greater effect on the surrounding properties with respect to daylight/ sunlight.

Issue raised

Some modelling has been produced with respect to 1 Domum Road (B7) and Willow Cottage (B8) both of which were omitted previously. The limited information provided (Vertical Sky Component at B7 and Annual Probable Sunlight at B8) show adverse impacts, some of which may be breaches of standards (within the limits of rounding). The other figures for those properties have not been provided.

Response

Both buildings B7 & B8 have been fully assessed please refer to report version 09-20-84548 DLSL – V4 Coventry House removed, dated 24/08/21. All windows assessed are within the BRE tolerance.

Issue Raised

The assessment excludes the effect of trees, in accordance with usual practice, but the trees simply mean that the light levels are poorer than modelled and so impacts are liable to be more serious.

Response

BR 209 guidance is that trees are excluded from the assessment, which is what has been done in the report.

By excluding the impact of the existing trees from the assessment has the opposite effect as stated above. The trees if modelled would significantly reduce daylight and sunlight levels thus making the impacts of the proposed car park much reduced.

LIGHTING - The applicant has provided the following response to the matters raised:

Issue raised

The side grade car park lights (which are the primary cause of the spill) would be fixed 'just below the vertical crash barrier fencing on level 1' [para 5.02]. However the west elevation drawing in the application shows the lights 4.3 metres above ground level (towards the top of the fencing, but even the bottom of the fencing is over 3.5 metres);

Response

The lighting report is correct. The side grade lights will be fixed at the level described in the lighting report. The West elevation drawing has been produced by the architect to identify colours and materials that will be visible and does not explicitly note any projections coming from the structure as lighting. Any

unannotated projections of this nature should be taken as illustrative as the formal design will be based on the results of the lighting report and any subsequent conditions imposed on the project by the LPA.

Issue raised

the Lighting Plan fails to take account of the steep slope in the woodland – its 3D model shows the surrounding land as flat [see for the woodland strip, , figure 2;, figure 5, para 8.02].

Response

Figure 2 and Figure 5 in para 8.02 in the Lighting report does not show the slope , due to the difficulty for this to be modelled in Relux (the lighting software). These plans are representations showing light spill emanating from the building from both internal and external light fittings. The 3D element relates to the building only.

The report acknowledges the difference in height between the site and Domum Road in para 1.02 . It should be noted that the calculations show worst case for lighting spill. For example, the lux levels are at their highest at the lamp. As the light moves away from its source it diminishes in intensity/ lux. The lighting report shows that the light spill entering the woodland boundary between 1-0 lux. Therefore, as the slope progressively gets lower the further it moves away from the light source, the lux levels reduce also. As it is currently less than 1 lux at the top of the slope, the height difference is irrelevant as neither the houses or the slope are affected by the light spill.

Issue raised

There is also a mismatch with the drawings used in the Daylight and Sunlight Assessment. That assessment uses elevation drawings which show lights on the western and southern elevations of level 2.5 set 1 metre above the screen. The Lighting Plan works on the basis that the lights are at the top of the screen.

Response

The lighting report takes precedence in this instance as it governs the lighting strategy for the building. The daylight/ sunlight report uses drawings included in their report to build their model to assess daylight and sunlight impacts of the project. The lighting report governs the lighting design and therefore drawings in other reports should be treated as illustrative when comparing it to the lighting report. The lighting report indicates that the lighting will be mounted between 2.95 and 3 meters on level 2.5 (para 5.01) which is correct and this is the basis in which the assessment was carried out.

Issue raised

Some new drawings are produced, but it is not explained in the report what they are assessing, given that luminance is expressed as minimum, maximum and average levels. No basis for those differences is given, nor explanation of the assumptions underpinning the average figure. The figures given are often different to those in the earlier application, without any explanation being given. There may be a change in the position of the luminaires on the side of the building, but that is not clear from the report and it is not shown on the application drawings.

Response

There is an issue/ revision record on page 2 of the report, which explains any changes. The drawings are showing the maximum illuminance produced by the building. Page 19 of the report explains the method behind the lighting calculations including how the average illuminance figure is calculated. With respect to differing values and additional drawings, the updated report includes the combined effect of both internal and external lighting in two scenarios. 1) When all of the internal and external lights are on and 2) during periods of inactivity where by the internal lights dim down to 10% illuminance. The original lighting report submitted with the first application only assessed the light spill from external lighting. One fitting has moved since the first application, which was situated on the north elevation close to the north west corner of the building. This was moved to ensure that no more than 1 lux of light spill was dissipated into the woodland strip.

TRANSPORT - The applicant has provided the following response to the matters raised:

Issue raised

The scheme assumes that there will be a diversion of cars to the new car park who would otherwise have driven into the city centre to park. However, no measures have been put in place, or are secured to this planning application which would reduce cars in the city centre. Since the existing park and ride car parks were not full pre-Covid, the opening of another car park is not likely to divert cars from the centre.

Response

Current data shows exponential growth in the amount of car park traffic with two Park and Ride car parks have already been reaching full capacity. Even at this stage of recovery it is anticipated that parking will fully return to pre-pandemic levels.

There are measures included in the wider Winchester Movement Strategy and the Parking and Access Strategy which will affect the wider changes in parking and travel behaviour. The proposed park and ride car park is part of these wider strategies.

Issue raised

The likelihood instead is that the car park will divert drivers from other park and ride car parks at this side of Winchester. That goes beyond being pointless to being harmful, with the impact of building the new car park, including in carbon generation, and adding more congestion to the Barfield/Leisure Centre roundabout. If there is a need for more park and ride car parking, there is of course then a risk that it encourages car journeys to Winchester that would otherwise have been undertaken by public transport.

Response

The transport impact assessment submitted with the application, which has been verified by Hampshire County Council as transport authority, demonstrates that the assessment is sound and that there are no detrimental effects on the transport network. The car park is part of the Winchester Movement Strategy and its objectives of removing car trips from the City Centre and thereby reducing impacts from car fumes and carbon emissions.

Issue raised

The assessment also fails to take into account the opening of the new leisure centre car park. That will be an alternative parking place for those users of local sports facilities (the remainder of the Garrison Ground, the University Sports Centre and the King George V playing fields who would previously have used the park and ride car parks.

Response

There is a charging system in place which provides cheaper car parking at the park and ride sites for users of the Garrison Ground, the University Sports Centre and the King George V playing fields and this has been established for many years. The University and Clubs work with the Council to inform users to park at the park and ride sites and to benefit from free after 4pm parking and a cheaper Saturday rate at these sites. The Winchester Sport and Leisure Park car park has a charging regime in place which would mean that other users i.e. those using the Garrison Ground, the University Sports Centre and the King George V playing fields would have to pay full price. The Council monitors and enforces this approach through use of its Civil Enforcement Officers.

NATIONAL PARK - WCC Service Lead for Community (Landscape) has provided the following response to the matters raised:

By way of general response to Dr.Heard's further comments in so far as those refer to landscape and visual impact, I remain entirely satisfied that the LVA and ALVA, together with my familiarity of the area, are sufficient for me to assess the landscape and visual effects of the proposals and for me to reach conclusions, and advise the Committee members accordingly. My professional view remains as set out in my earlier responses, namely that the proposed development is acceptable in terms of its visual and landscape impact. In response to the letter from Dr Heard dated 16 July 2021 we therefore have the following comments:

The letter states there is no site plan in this application. However, the following were submitted for planning and demonstrate to an acceptable level of detail the proposals at ground level outside the structure.

- Proposed Site Plan VTX-STL-XX-00-DR-L-XXXX-0910
- Landscape and Ecology Plan VTX-STL-XX-00-DR-A-XXXX-0902

Reference is made to the fact the LVA has not been updated since January 2021, which is correct but an addendum for the lighting impact was submitted – ALVA which we reviewed when providing our latest response. An updated LVA would

have reproduced the same information but with photos taken in the summer months providing greater screening than those shown in the January LVA where they were taken in the winter with no leaf cover (current LVA is therefore showing viewpoints in the worse-case scenario). The LVA is, I consider, to be sufficient to allow an assessment to be made of the development, including during the summer months.

The LVA assesses landscape and visual impact and concluded a negligible but not no impact. I am satisfied that the LVA was produced in accordance with the methodology laid out in the GLIVIA, any departure from this was noted e.g. at viewpoint v1 where a 50mm fixed lens photo (as per GLIVIA guidance) would not have shown a representative view a 24mm focal lens was used. I consider that the information provided by the Applicant in the LVA and LVIA is to be fit for purposes and reliable. I do not consider any further information is required for an assessment of the scheme to be carried out.

Impact on the National Park: The LVA and ALVA are, I consider, entirely sufficient to inform an assessment on impact from the National Park. As both the LVA and ALVA have confirmed, the development will be visible in places and at varying times of year however it is not considered that this gives rise to an unacceptable impact.

Representative views from Wharf Bridge (v3) and from the west side of the Itchen (v4 & v5), along the publicly accessible footpaths, are included and provide sufficient information to allow an assessment to be carried out and demonstrate the impact of the proposal from those and surrounding area.

I am satisfied that the landscape and visual effects of the proposed development, including from the SDNP, are appropriately assessed and addressed in both the LVA and ALVA. That assessment together with other material (including SDNP response) and my knowledge of the area and professional experience allows me to assess and conclude that the landscape and visual effects of the development on the SDNP are acceptable with proposed mitigation measures and do not consider that the proposals provide more than a negligible impact. This has been demonstrated in the previously submitted LVA and the subsequent addendum (ALVA).

Conclusions in relation to the matters raised in the objection letter:

The detailed responses by both the applicant and the relevant planning consultees to the issues raised by the 8th September objection letter and third party noise report by 24 Acoustics have been fully considered and the responses are set out in detail above.

The responses address the issues raised in the objection letter and assist in providing further clarification on some of the technical assessments and detailed plans submitted to support the planning application. The objectors' criticisms of the submitted assessments have been considered and addressed. The submitted assessments are considered to be accurate and reliable and overall there is sufficient information available to the council to allow it to confidently assess the impact of the proposed development.

For the avoidance of doubt as to the details of the lighting scheme which is to be approved and implemented, condition 10, as contained in the officer's recommendation, will ensure that the approved lighting details as set out in the External Lighting and Energy Report and associated plans are implemented. It is not considered that any prejudice would arise by requiring the lighting scheme to be implemented in accordance with the External Lighting and Energy Report and associated plans as it is considered it is this report that any consultee would have regard to when seeking to understand the proposed lighting arrangement and it is to this Report that the technical assessment of the proposed development has been directed

Based upon the responses received it is considered that the conclusions reached in the officer's assessment as set out in the main committee report in relation to noise, visual and landscape impact, lighting, daylight and sunlight and transport are unchanged.

Based upon the full and detailed assessment of the comments it is considered that the development remains acceptable for the reasons set out in the main committee report and clarified in this update paper and the development is in accordance with the relevant policies of the Development Plan.

End of Updates