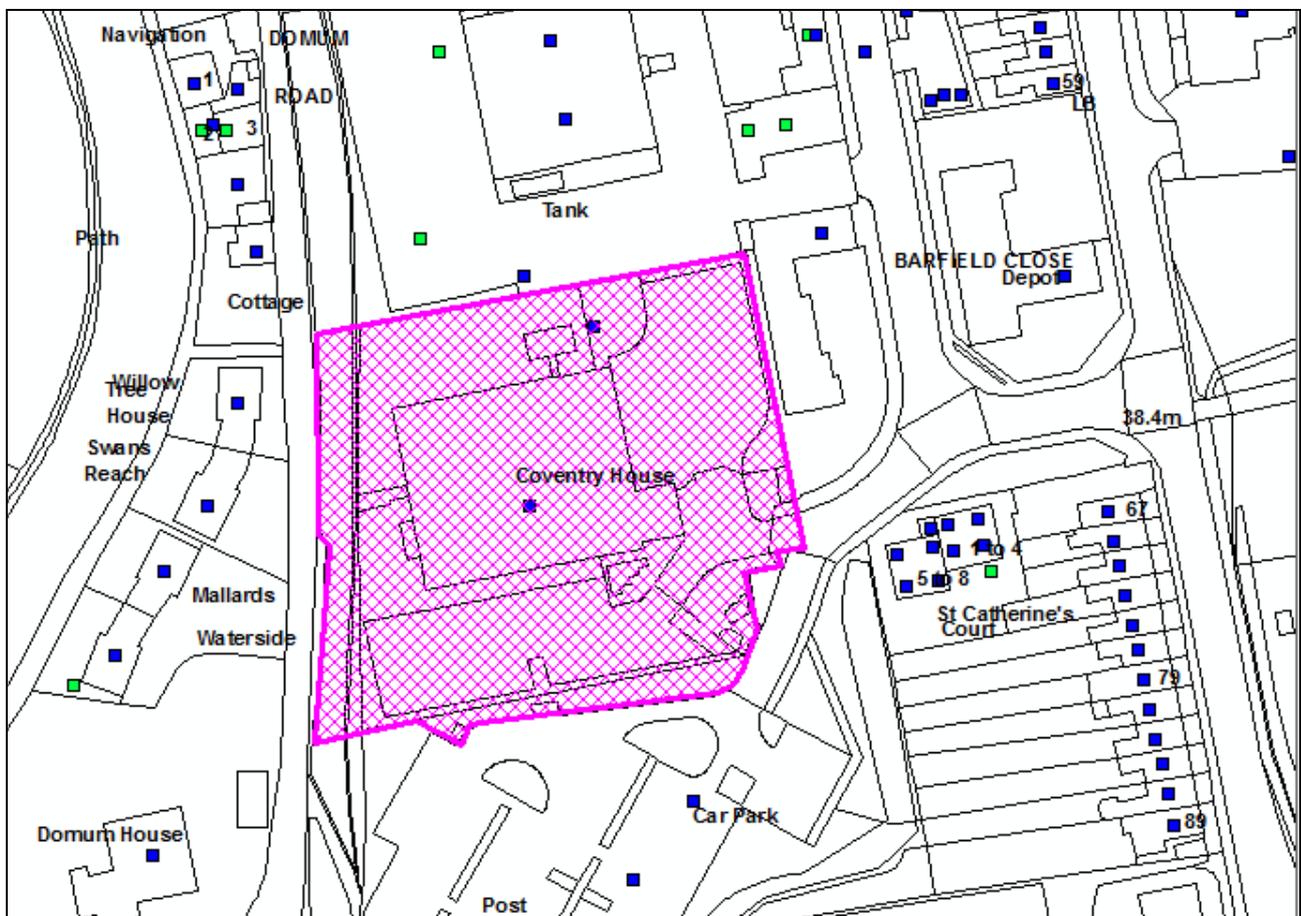


WINCHESTER CITY COUNCIL
PLANNING COMMITTEE

Case No: 21/00219/FUL
Proposal Description: The erection of a multi storey car park to provide 287 park & ride car parking spaces including 800m² of photovoltaic panels, 16 Electric Vehicle (EV) charging bays, with associated access, turning and landscape proposals.
Address: Coventry House, Barfield Close, Winchester SO23 9SQ
Parish, or Ward if within Winchester City: St Michael
Applicants Name: Winchester City Council
Case Officer: Mrs Megan Osborn
Date Valid: 2 February 2021
Recommendation: Application Permitted

Link to Planning Documents : <https://planningapps.winchester.gov.uk/online-applications/search.do?action=simple&searchType=Application>



© Crown Copyright and database rights Winchester City Council License 100019531

Case No: 21/00219/FUL

WINCHESTER CITY COUNCIL
PLANNING COMMITTEE

General Comments

Application is reported to Committee as the applicant is Winchester City Council, as the land owner, and the number of representations received.

A previous application was approved on this site for the change of use of the site from B1c to the use as a car park for park and ride (20/00622/FUL).

Site Description

The site is located to the west of Bar End Road (B3330) off Barfield Close. To the south of the site is an existing Barfield park and ride car park. To the west, down a level change is Domum Road which has large detached houses along it. To the west, beyond the houses on Domum Road is the River Itchen and the Itchen Valley, a Site of Special Interest (SSSI). The River Itchen also marks the boundary with the South Downs National Park. To the east of the site there are terrace properties on Bar End Road. To the north of the site there are a number of industrial and commercial developments.

On the eastern side of Bar End Road is the site of the new Winchester Sports and Leisure Park, currently under construction. New highway improvements to support this have been undertaken including a new roundabout and pedestrian crossing at the junction between Barfield Close and Bar End Road.

The application site is largely flat with fencing around it, there are existing trees and shrubs along the southern and the western boundaries of the site. There is an existing substation within the south east corner of the site.

Proposal

The proposal is for a multi storey car park to provide 287 park and ride/park and stride car parking spaces. The multi storey car park proposes 800m² of photovoltaic panels (an average W/m² of a PV panel would be around 300W, which would provide a peak output of 240kW) and green walls which support plant growth to the southern and western elevations.

16 of the parking spaces within the multi storey will be electric vehicle (EV) spaces and an additional 33 external spaces will be provided, 12 of which will be marked for use by local residents.

The proposed car park is subdivided in to two sections with staggered levels. The first, and larger section comprises three levels; 0, 1 and 2, with a roof approximately 1062m² in size covering this area of the car park.

The second, smaller section of the car park is stepped up from the larger section of the car park and comprises levels 0.5, 1.5 and 2.5. The roof does not cover this section of the car park.

A 5m high ramp provides access between levels 0 and 0.5, levels 1 and 1.5, and levels 2 and 2.5. A 7.5m high ramp provides access between levels 0.5 and 1, and 1.5 and 2.

Case No: 21/00219/FUL

WINCHESTER CITY COUNCIL
PLANNING COMMITTEE

The car park at its tallest within the stair cores will stand at a height of 10.225m. The main height of the car park will be the top of the parapet set at 9.060m. This is compared to the previous building at the site, which had a ridge height of 13.200m (estimated from pdf drawing) and eaves height of 9.400m.

The ground level of Domum Road is 33.65 above ordnance datum (AOD). The ground level of the site is 38.79 AOD. Domum Road is set approx. 5m lower than the site. Level 2.5 of the car park is set at 45.82 AOD. The top of the parapet of the car park is set at 48.010 AOD.

The location of this car park is one that has been identified for 'park and stride' given it is within approx. 0.5 miles, or an approx 15 minute walk of the city centre. Therefore, it will be suitable for those working in the city centre and for visitors.

Relevant Planning History

The site was previously occupied by a building with an employment use. This building has been demolished.

Permission was granted for a surface car park on the site for 123 car parking spaces (20/00622/FUL), the application was for 'change of use of the site from B1c to use as a public car park, specifically the provision of additional Park & Ride'

Consultations

WCC Service Lead – Environment: Drainage:

No objections

HCC Highways:

No objections, subject to a condition

Service Lead - Environmental Protection:

No objections

Service Lead - Contamination

No objections, subject to a condition

Service Lead - Environmental Services – Natural Environment and Recreation Team:

Landscape:

No objections raised, all queries raised have been satisfactorily answered.

Service Lead - Environmental Services – Natural Environment and Recreation Team:

Ecology:

The appropriate assessment carried out by the council and the evidence provided within it is deemed sufficiently robust to allow the authority to ascertain if it can be certain that there will be no adverse effect, as a result of the proposed development, on the integrity of any area which forms part of the National Sites Network, therefore no objections are raised, subject to conditions.

Service Lead - Built Environment: Historic Environment:

No objections, the site is not within a Conservation Area and there are no listed buildings that would be effected by this development.

Case No: 21/00219/FUL

WINCHESTER CITY COUNCIL
PLANNING COMMITTEE

South Downs National Park Authority:

Concerns were raised regarding the lighting proposed on the roof of this building in a sensitive location, in addition the materials proposed for the parapet are of different materials to that of the external cladding. The retention of the existing trees and enhancement of the site's western and southern boundaries mitigates the impact of the development from the SDNP. The light spill is a concern of the SDNP, which is something that needs to be looked at. See further comments in report.

Designing out crime officer

Various suggestions made under Section 17 of the Crime and Disorder Act 1998 (as amended). The comments were taken on board by the applicant and some changes have been made.

Service Lead – Environment (Trees):

No objections, subject to conditions

Natural England

No objections, subject to conditions

The Appropriate Assessment carried out by the Council concludes that the proposal will not result in adverse effects on the integrity of any of the sites in question. Having considered the Assessment, and the measures proposed to mitigate for all identified adverse effects that could potentially occur as a result of the proposal, Natural England advises that they concur with the assessment conclusions, providing that all the mitigation measures are appropriately secured in any planning permission given. These include the Construction Environment Management Plan and Surface Water Drainage.

Representations:

City of Winchester Trust: Objection: Such a development significantly transforms the character of the site by its scale and the detrimental impact it may have on the environment, ecology and neighbourhood. In this eastern sector of the city there is already provision for 1757 car parking spaces; that includes parking designated for the new Leisure Centre.

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

- The structure is too high
- Will not enhance the visual amenity of the area
- Scale and overbearing
- Overshadowing
- This would result in more pedestrian traffic on Domum Road
- Not comply with the Winchester Movement Strategy
- Demand for parking post pandemic is unknown
- Result in noise pollution
- Result in air pollution
- Impact on ecology
- Impact on bats
- Failure to consider other sites
- Impact on trees
- Impact on SSSI and South Downs National Park

Case No: 21/00219/FUL

WINCHESTER CITY COUNCIL
PLANNING COMMITTEE

- Contrary to policies
- Impact from construction
- Drainage
- Anti-social behaviour
- Impact on St Catherine's Hill

3 letters of support received.

- This has good sustainability credentials
- There are environmental benefits
- Overall design is well thought out and height acceptable
- There are natural screens

Relevant Planning Policy:

Winchester Local Plan Part 1 – Joint Core Strategy

WT1, CP8, CP10, CP11, CP13, CP16, CP17, CP19, CP20, CP21

Local Plan Part 2 - Joint Core Strategy: Development Management and Site

Allocations:

WIN1, DM15, DM16, DM17, DM18, DM19, DM20, DM21, DM23, DM24

National Planning Policy Guidance/Statements:

National Planning Policy Framework, Part 9

Supplementary Planning Guidance

Winchester Movement Strategy (WMS)

Air Quality Action Plan 2017

Parking and Access strategy 2020

High Quality Places 2015

Planning Considerations

Principle of development

The principle of the change of use of this site to a car park has already been established in the previously approved application for the change of use of the site from B1c to car park (20/00622/FUL). Therefore the assessment of this application is purely on the impact of additional parking on the site and the impact of the building to facilitate this.

The Local Planning Authority (LPA) has considered this application in respect to the National Planning Policy Framework (NPPF) and the Local Plan Policy (LPP).

The western boundary of the application site is located approximately 20m from the SDNP boundary at its closest point. There are close views of the western tree lined boundary from Domum Road and the South Downs National Park. It is noted that there are national and recreational trails along the Itchen navigation located to the west which are sensitive receptors and St Catherine's Hill, located to the south. Therefore this application needs to be considered in relation to the impact it would have on the South Downs National Park and the surrounding sensitive designations. This is assessed in the section of the report covering impact on character of the area.

Case No: 21/00219/FUL

WINCHESTER CITY COUNCIL
PLANNING COMMITTEE

Local Plan Policy (LPP):

Winchester District Local Plan Part 1:

Policy WT1 - Development Strategy for Winchester Town. This policy promotes the implementation of the Winchester Access Plan and the Winchester Air Quality Action Plan, which sets out actions to achieve carbon neutrality targets, to ensure that transport provision and access, to and within the Town, provides opportunities for sustainable transport provision and reduces pollution and carbon emissions. It is considered that this proposal for a park and ride outside the city centre will encourage people to park at the city perimeters and then walk or catch the bus into the city centre thereby reducing carbon emissions, which is in compliance with the thrust of this policy and the documents mentioned.

Policy CP8 supports development based on tourism and recreation. Although not a tourist attraction, this will facilitate any tourist activities participated in within Winchester by providing parking close by.

Policy CP10 seeks to reduce the demands on the transport network. Development is encouraged by this policy that is located and designed to reduce the need to travel. Although this car park doesn't negate the need for cars it does reduce the need for cars to drive into the city centre by allowing parking here and a bus or walk into the city centre. Therefore this proposal is in compliance with the thrust of this policy.

Policy CP11, states that 'development should achieve the lowest level of carbon emissions and water consumption which is practical and viable'. The multi storey car park proposes 800m² of photovoltaic panels on the roof and therefore is acceptable in relation to this policy.

Policy CP13 requires new development to meet the highest standards of design for that proposed development possible. This is covered in detail further in the report.

Policy CP16 supports development that maintains, protects and enhances biodiversity across the district, this assessment is carried out in the Ecology section of the report.

Policy CP19 is in relation to the South Downs National Park, this is covered further within the report.

Policy CP20, protects and enhances landscape settings of the District, this is assessed further in the 'Landscape' section of this report.

Policy CP21 supports development proposals, which provide or contribute to the infrastructure and services needed to support them. This is providing a further 287 parking spaces, which facilitates the infrastructure of Winchester. Therefore this application is in accordance with the policy.

Winchester District Local Plan Part 2:

Policy WIN1 - This policy encourages sustainable transport options, which this is proposing. Therefore this proposal is in accordance with this policy.

Case No: 21/00219/FUL

WINCHESTER CITY COUNCIL
PLANNING COMMITTEE

Policies DM15, 16 and 17 look at design aspects of the proposal, especially in relation to local distinctiveness and impact on neighbouring sites. This is covered further in this report.

Policy DM18 - This policy assessing the provision of parking in the district, it is considered that this proposal accords with this policy and the standards set out within it.

Policy DM19 relates to development and pollutions this application was submitted with an Air Quality Assessment report in relation to the emissions from the site as a result of the final use of the development and the likely impact of construction on the air quality of the local environment. It concluded that the air pollution should not be a constraint on the proposed development and would therefore adhere to local and national planning policy. This is assessed further within the report.

Policy DM20 considers noise from the development in relation to surrounding uses, a noise impact assessment was submitted with this application and it was concluded that the development is acceptable in relation to this policy. This is covered in more detail within the report.

Policy DM21 considered the proposal in relation to contamination, the contamination officer has looked at the proposals and raised no objections, subject to a condition.

Policies DM23 and DM24 specifically look at the impact from the development to the surrounding landscape and trees, this is looked at further within this report.

Other Supplementary documents that are given material planning weight:

Winchester Movement Strategy (WMS):

The City of Winchester Movement Strategy (WMS) is a transport strategy that sets out an agreed vision and long-term priorities for travel and transport improvements in Winchester over the next 20-30 years. The overarching vision of the strategy is to support economic prosperity whilst at the same time enhancing Winchester as a place where people can have an excellent quality of life.

The WMS was adopted by Winchester City Council (WCC) in March 2019 and Hampshire County Council (HCC) in April 2019, following an extensive process of engagement and public consultation. The public consultation showed strong support for the three WMS priorities of:

- Reducing city centre traffic;
- Supporting healthier lifestyle choices;
- Investing in infrastructure to support sustainable growth.

One of the main WMS work streams has been to consider the feasibility of expanding the capacity of Park and Ride provision serving Winchester. P&R expansion directly aligns with WMS Priority 1 - to reduce City Centre traffic and Priority 3 - invest in infrastructure for sustainable growth. HCC and WCC are progressing five additional WMS work streams in parallel to the work on P&R:

WINCHESTER CITY COUNCIL
PLANNING COMMITTEE

- City Centre Movement and Place Plan (MPP): the creation of high-quality, people-focused places by reconfiguring parts of the existing road network within the City Centre;
- Local Cycling and Walking Infrastructure Plan (LCWIP): involves defining networks of key walking and cycling routes to form the focus for investment and identifying infrastructure improvements that would make the top three walking and cycling routes more comfortable, safe and attractive to pedestrians and cyclists;
- Urban Freight Transport Study: identification of a series of recommended actions which if implemented would facilitate greener and more efficient management of deliveries of goods to the City Centre;
- Bus Provision Study: a review of bus facilities both for current services and for further services that will be required to meet growth of the city and the requirements of WMS (including P&R) that will inform decision-making regarding the relocation of the Bus Station proposed as part of the CWR redevelopment; and
- Winchester Parking and Access Strategy: Deliver further reductions in the total supply of City Centre car parking over time over and above those already in the pipeline and install electric vehicle charging points in car parks, including at P&R sites.

In December 2020, Atkins completed a WMS Park and Ride feasibility study to identify priority locations for Park and Ride expansion in Winchester. This study found that:

- The existing Barfield and St. Catherine's P&R sites in 2019 were operating at or near full capacity (100% at the former and 80% at the latter on weekdays).
- That by 2036, if the complementary WMS measures to improve walking and cycling, to introduce bus priority and reduce the availability of city centre parking are implemented, there would be additional demand for between 250 and 1,205 extra trips a day by P&R into the city centre from the Bar End area.
- That using a sifting process that followed DfT TAG and HM Treasury Green Book guidance, which included land use, environmental, transport and deliverability criteria expansion at the existing sites at Bar End was identified as a priority for delivery.
- The study recommended that expansion of Barfield P&R (using the adjacent former Vaultex site) be pursued in the short-term to provide up to 300 spaces. The justification was that this location provides opportunity for the quickest access to the City Centre via bus, walking and cycling, and would be suitable for a joined up continuous active mode (walking and cycling) route through the site linking the Winchester Sport and Leisure Park to the rest of Winchester.

Therefore, the delivery of 287 additional P&R spaces as proposed in this application is fully consistent with WMS policies.

An updated Winchester Movement Strategy has been drafted but has not yet been adopted, this was undertaken in March 2021 and it projects that there will be a cumulative increase in demand from traffic coming into Winchester by 2036.

It should also be acknowledged that there is increasing pressure on the road network around the Christmas period; this development is being brought forward, in conjunction

Case No: 21/00219/FUL

WINCHESTER CITY COUNCIL
PLANNING COMMITTEE

with the existing Park & Rides, to supply additional spaces during busy periods and alleviate pressure on the road network, especially the city centre during Christmas.

This proposal will add an additional 287 spaces to what was previously on the site, this is to support the delivery of improvements to the transport network in and around Winchester, as identified in the WMS. Due to its proximity to the city centre, this development will encourage more car park users to use public transport, cycle or walk into the city centre. This is supported by the recent Parking and Access Strategy proposals, which highlights the need for additional Park & Ride, good signage and way finding.

Air Quality Action Plan 2017:

Carbon Neutrality Action Plan 2020 – 2030, December 2019 recommended the addition of a park and ride at this site. The action plan was approved on the 23 December 2019 identifying that ‘the climate crisis is the biggest challenge all of us face in the coming years and decades. Winchester must play its part in tackling the crisis and hand our district to our children and grandchildren in a better state than it is now.’ This development will push forward the requirements of reducing carbon emissions by proposing parking outside of the city centre and providing EV charging points.

In order to determine whether the proposed development would have an adverse impact on the air quality of the surrounding environment, an Air Quality Assessment was undertaken at the site in December 2020 by Hawkins Environmental and supports the planning application (Hawkins Environmental Report Ref H 3 1 6 6 A Q - v 1).

The assessment has been completed in order to determine whether the proposed development achieves compliance with the National Air Quality Objectives, as well as national, regional and local planning policy, and also addresses the effects of air pollutant emissions from traffic using the adjacent roads and emissions associated with the development of the site.

In addition, a risk-based assessment of the likely impact of construction on the air quality of the local environment has also been conducted. The report assesses the overall levels of nitrogen dioxide (NO₂) and particulates (PM₁₀ and PM_{2.5}) in the vicinity of the site.

The assessment, produced by a professionally qualified consultant, has shown that due to limited traffic generation onto already highly trafficked roads, the impact of new vehicle emissions from the proposed development is considered to be “negligible”.

Regarding COVID and returning to normal, park and ride is part of the WCC Parking and Access Strategy which sets out gradual reductions in city centre parking which can only be delivered if the park and ride is extended. This is a very important component of the Council’s Carbon Neutrality plan. The view is that parking will start to return to normal levels from the summer and there will be a great demand on city centre parking as people could be anxious about using buses and where capacity on buses could still be restricted due to social distancing. As such this site is part of the longer term recovery plan as it also allows park and stride.

It is expected that parking demands will in time revert to pre-pandemic levels and therefore it is still expected this car park to be needed in line with the Winchester Movement Strategy 2019.

Case No: 21/00219/FUL

WINCHESTER CITY COUNCIL
PLANNING COMMITTEE

High Quality Places 2015:

The High Quality Places Supplementary Planning Document has the goal of 'setting out the principles of good urban design, whilst also encapsulating the design philosophy which has long been at the heart of achieving successful urban design in the Winchester district.' The design aspects on this proposal are covered in more detail within the report.

Design/layout

The car park at its tallest within the stair cores will stand at a height of 10.225m. The main height of the car park will be the top of the parapet set at 9.060m the building is located virtually centrally within the site, with further planting proposed to the south and west of the structure. There was a building on this site previously, however assessment of this proposal will be on the proposed building and use of the site.

The materials proposed are a mixture of Solid Panel Cladding in a grey/brown colour, dark grey concrete stair cores, a green wall system which supports plant growth, dark green concrete retaining walls and steel mesh.

A Planning, Design and Access statement was submitted as part of this application and this explains that 'a non-reflective cladding solution is proposed to be installed along the entirety of the western and southern elevations of the car park and along sections of the northern elevation of the car park.

The non-reflective cladding will be provided in a dark brown colour that has been specially chosen through the Landscape Visual Appraisal (LVA) review process with Winchester City Council.

The installation of a dark, non-reflective cladding solution along the southern and western elevation of the car park and sections of the northern elevation will provide a headlight screen, preventing light spillage from cars within the car park. The upper decking material and roofing comprises dark, non-reflective materials.

A number of design aspects have been assessed as part of this application, one being that the building has been moved as far away as possible to the western boundary to the site, another that further landscaping is proposed along with the green walls. Therefore, this proposal has been considered in relation to LPP1 Policy CP13 and the Winchester High Quality Places SPD and its harm has been considered in relation to a number of sensitive surrounding areas and it is concluded that the proposal is acceptable in relation to its proposed design in relation to the character of the surrounding area.

Impact on character of area and neighbouring property

The proposed multi storey car park would be approx. 10.225m at the stair cores and drop down to 9.060m at the top of the proposed parapet wall. The previous building on the site was approx. 13.200m dropping down to its eaves at 9.400m. The car park is sub- divided into two sections with staggered levels which goes up to 2.5 levels.

When looking at this building in comparison to surrounding development, to the north there is an existing industrial building, the access road and further away the residents of Bar End Road to the east, the existing park and ride car park to the south and the houses on Domum Road to the west.

Case No: 21/00219/FUL

WINCHESTER CITY COUNCIL
PLANNING COMMITTEE

The immediate impact on the car park to the south is minimal and the building is softened with additional tree planting along this boundary. The building is set away from the housing on Bar End Road. This development will not result in any material planning harm on the surrounding uses to the east and south.

There will be no further harm to the neighbouring industrial site to the north.

The nearest house on Domum Road is approx. 19m away and there is a level difference of approx. 5.3m from the ground floor of the proposed car park to the ground floor level of Domum Road. There is also a significant amount of trees and vegetation along the boundary, which is proposed to be kept. In addition to the existing trees, the applicant proposes more trees along this boundary and the western elevation has a green wall proposed on the side elevation of the car park. It is therefore considered that due to the distance, level changes and vegetation existing and proposed the development of this car park would not result in any material planning harm to the residents of Domum Road and the immediate local visual harm is also acceptable in planning terms.

Landscape

A Landscape Visual Appraisal (LVA) was undertaken by Landsmith Associates, a professionally qualified landscape architect, to support the proposed car park development. An approximate 1km radius for viewpoint locations was agreed with the Local Planning Authority due to the scale of development, site context and location. The sites also informed the viewpoint selection of historical features found in Winchester District Local Plan Part 2 Policies Map, as well as consideration of the views recorded in the South Downs National Park: View Characterisation and Analysis.

In respect of the viewpoint from St Catherine's Hill, which was an area of concern for the local residents, the LVA concludes that:

“The proposed building would bring about a slight change and improvement to this St Catherine's Hill view by partially obscuring the Biffa building. Although only a minor modification, it does turn the tide in the cumulative effect of the light coloured and large format buildings of the wider Bar End Industrial Estate.”

The report concluded that a number of aspects would need to be addressed to reduce the harm this proposed development would have on the surrounding landscape. These are highlighted below:

- Tree planting was one of the suggestions and this is proposed on the south and western side of the building to reduce the visual impact from both close and distant viewpoints. The trees on the western boundary would also strengthen the buffer that separates Bar End Industrial Estate from the SDNP.
- The building is moved back from its western and southern boundaries to allow for tree and shrub planting areas.
- The roof has been designed avoiding a mono-pitch roof and locating the main body of solar panels to parts of the roof hidden from important views which helps reduce the building's visibility.
- Part of the building has been cladded to reduce views of the roof and parked cars.
- Green walls that support plant growth have been proposed to soften and enhance specific aspects of the building.

Case No: 21/00219/FUL

WINCHESTER CITY COUNCIL
PLANNING COMMITTEE

- Dark, matt finishes are proposed for the building to avoid the building standing out against immediate surroundings.

The proposal has been amended to undertake the recommendations in the landscape visual impact assessment and as a result it is considered that the proposed development would not result in a significant visual impact on the wider surrounding landscape.

The site is outside the National Park and is approx. 20m at its closest point from the SDNP. The consultations comments from the South Down National Park highlights areas of concern relating to the nearby national and recreational trails which are sensitive receptors and St Catherine's Hill, located to the south in relation to the proposed development.

Further concerns were raised regarding the height of the building, in relation to the open roofed nature of the building, the lighting, the parked cars, the solar panels and the cladding proposed.

The submitted LVA located 9 viewpoints, which include views from national and recreational trails along the Itchen Navigation. Viewpoints 6 and 7 from St Catherine's Hill and viewpoint 8 from Pilgrims Way more specifically focus on the southern and eastern viewpoints. Large areas of the proposed roof will be concealed by cladding and it is concluded that in time the small amounts of open areas of the upper deck will diminish with the mitigation proposed related to the building treatment, materials and landscaping proposals. Notwithstanding this, when looking at the views from St Catherine's Hill, the adjacent Biffa Building can be seen, which is a light grey colour. The sections of this application building that would be seen in the distance would lie in front of the Biffa building and block elements of the Biffa building elevation at this location. The proposed dark matt coloured cladding is considered to make it significantly more recessive than the Biffa building.

Regarding the simpler exterior finishes, the balance of using different materials and colours and finishes within the roofscape further breaks down the building's roofscape and will become more recessive in the view. Using different finishes and a broken-up roof roofscape breaks up horizontal lines read from distance views and evident in the surrounding building. The development proposal follows the built form strategies from the Local Landscape Characters; No 12, East Winchester Downs, and No: 13 Lower Itchen Valley, which states that: 'new developments should avoid prominent ridgelines, minimises the impact of intrusive structures through screening with locally indigenous species where appropriate.'

Concerns were raised regarding the lighting proposed, policy SD8 in the South Downs Local plan 2014-2233 allows for lighting where it is necessary, that would be appropriate for it intended use and any adverse impacts would be expected to be avoided. Lighting for this building is considered to be necessary for this use. The lighting proposed is designed to prevent upward light spill and this is combined with optimal mounting heights and the lighting on the roof will be no higher than the highest part of this building proposed.

Therefore it is considered that the proposal is in line with landscape policies CP19, CP20 of the LPP1 and DM23 of the LPP2.

WINCHESTER CITY COUNCIL
PLANNING COMMITTEE

Trees

This application was submitted with a Preliminary Arboricultural Assessment of trees and hedgerows at the site which was undertaken by Middlemarch Environmental Ltd in October 2020.

There are no Tree Preservation Orders or Conservation Areas that would apply to trees present on, or in close proximity to the assessment site and therefore no statutory constraints apply to the development in respect of trees.

A well-established tree line currently forms the western boundary of the site, which backs onto Domum Road. No hard works are proposed to the trees in this location. Further woodland planting is proposed to reinforce existing tree planting and future resilience against climate change. Further tree and hedge planting is also proposed along the site's western boundary. It is considered that, for large parts of the year, the car park will be substantially screened by the existing and proposed tree cover in this location.

The installation of a metal wire system to enable climbers to grow on the eastern and western facades of the car park structure will assist in softening the exterior of the car park from these locations. It will also strengthen the relationship between the appearance of the car park and the existing and proposed green infrastructure on-site, including current and proposed tree cover, and planting.

This is consistent with LPP2 policy DM16– Site Design Criteria.

Highways/Parking

The submitted Transport Statement (TS) develops the previous submissions for the car park and also has regard to the work undertaken to support the development proposal for the new Winchester Sport and Leisure Park (east of Bar End Road) including the provision of a roundabout at the junction with the Winchester Sport and Leisure Park access and Barfield Close with associated pedestrian facilities on Bar End Road (B3330).

The Barfield P&R site is served by buses which operate up to 9 times an hour during peak periods and 5 times an hour at other periods. With the first bus leaving the site at 06:29 weekdays, 07:04 on Saturdays, the last returning buses being at 19:48 Weekdays and 18:37 on Saturdays.

New bus stops for the P&R facilities have been provided recently on Barfield Close with a footway connection on the northern side of Barfield Close from the proposed site entrance. A further footway is available on the southern side.

The site is located approx. 1km from the city centre which provides the opportunity for walking and cycling to complete the journey as an alternative to the P&R bus services. The main purpose of the provision of the additional P&R spaces is to reduce the levels of traffic on Bar End Road seeking to gain access/egress to the City Centre, in line with the overall movement strategy as outlined in the Policy Background set out previously in this report.

Traffic using the proposed increased P&R provisions will largely therefore already be using the highway network, in particular Bar End Road and this principle is adopted in the assessment of vehicle movements associated with the development and this provides the

Case No: 21/00219/FUL

WINCHESTER CITY COUNCIL
PLANNING COMMITTEE

base case. The TS also assesses a sensitivity case based upon 50% of users being new P&R users and 50% having transferred from the St Catherine's P&R site.

The assessment of traffic impacts undertaken in the TS identifies the likely trip rates previously generated by the permitted B2 uses on site. This actually represents a lower impact level than would have been generated by the more recently approved (2020) car park for the 123 P&R car parking spaces. No discounting has been applied to the traffic impact assessment for either of the permitted uses. Traffic survey levels (2016 and 2018) have been the subject of standard growth rates to 2025 derived from Tempro/NTM computer program (version 7.2) for urban principal roads in Winchester.

The traffic generations associated with the development of the Winchester Sports and Leisure Park, which will be fully operational by 2025 have been included based on the traffic work supporting the permitted planning application. The highway authority therefore considers the assessment and associated modelling to be robust.

In the modelling of the base case there is minimal impact upon the operation of the highway network including the recently constructed Bar End Road roundabout during the AM and PM peak hours. In the sensitivity case the impacts on the roundabout, Bar End Road Signal junction to the south and the M3 off-slip have been modelled during the AM and PM peak hours. The modelling results show that as anticipated there is no material impact upon the M3 off-slip or the Bar End Road Signal junction during both the AM and PM peak hours. During the PM peak there is no material impact on the operation of the roundabout but during the AM peak hour there is a material impact on the southern approach on Bar End Road where queue lengths increase from 19 to 32 with this arm to the roundabout operates over capacity. It is noted that this arm operates close to capacity in the AM peak hour in 2025 without the development.

The modelling does not make any allowance for the associated reduction in base traffic resulting from the discontinued permitted B2 use or the previously approved 123 space P&R car park.

The sensitivity test does represent a worst-case examination of the development impact as it takes no account of the impact that the City of Winchester Movement Strategy, or national transport policy will have on the reduction of traffic growth particularly in reducing traffic accessing the city centre. The assumption of 50% of vehicles transferring from the St Catherine's P&R site with no compensatory transfer is also considered likely to lead to an over-estimate of traffic on that approach. The TS is supported by a Technical Note (TN) which considers further the impact on the operation of the Bar End Road/Barfield Close roundabout based upon a further sensitivity test of 25% (1 in 4 vehicles) transferring from the St Catherine's P&R site and discusses how this assessment is considered to be a realistic and robust assessment. The outcome results in an increase in the base queue (2025) on the southern approach to the roundabout of 5 vehicles during the AM Peak hour. The highway authority are of the view that the increase would not result in an unacceptable impact on journey times.

Having regard to the above, the highway authority confirms that the proposal is in accord with the City of Winchester Movement Strategy (WMS) and that the creation of a further 287 P&R car parking spaces would not have a material impact upon other road users in terms of overall journey time.

Case No: 21/00219/FUL

WINCHESTER CITY COUNCIL
PLANNING COMMITTEE

Ecology

The application site is located within 5km of River Itchen Site of Special Scientific Interest (SSSI) and sits within a SSSI Risk Zone, which covers a large part of the region. The River Itchen SAC is designated for its nationally and internationally important areas of habitat.

Due to the (relatively) short distance between the site of proposed development and the SAC there is the potential that work during the construction phase of the development could result in indirect impacts (water pollution), which has the potential to significantly impact upon both the SAC's qualifying habitats and habitats upon which qualifying species are reliant.

Additionally, during the operational phase of the scheme, the increase in sealed surface that has occurred due to the development could lead to additional surface water run-off entering the SAC which may be contaminated with environmentally hazardous substances. If the surface water-run off is not managed via an appropriate drainage and attenuation scheme it could result in an increase in water pollution to the SAC as well as other water bodies where the River Itchen forms part of their fluvial catchment.

It is considered that the proposed development has the potential to result in a significant indirect impact upon the SAC during both its construction and operational phases, due to increased water pollution.

A Construction Ecological Management Plan (CEcMP, ref: Report RT-MME-153944-01) has been submitted in support of the proposed development.

The CEcMP includes methods of reducing the risk of water pollution occurring, including:

- Use of debris netting to catch debris blown during the works;
- Plant and wheel washing to be carried out in a designated area of hardstanding at least 20 metres from any watercourse or surface water drain;
- Spill kits are to be placed in strategic areas and be clearly visible. Operatives working close to the watercourses are to be trained to use the spill kits;
- All storage areas and site offices are to be 20m from the western boundary of the site;
- Storage of fuel, oils and any chemicals are to be in double-skinned containers, locked, clearly labelled as to contents, in a secure compound, stood in an impervious bund that is 110% of the volume of the tank and that all static plant should have a drip tray under it;
- Re-fuelling should be carried out only at designated points with an absorb spill kit adjacent, at least 20 m from the western boundary of the site;
- Vehicles, equipment and materials to be stored in designated areas, indicated on the site management plan having been agreed by the Environmental Clerk of Works and/or site manager; These designated areas are to be located away from any ditches or watercourse frontages; and,
- All substances to have full COSHH assessment. Operatives using these substances will be experienced in their use and fully briefed on the COSHH assessment.

The incorporation of all methods of working detailed within the CEcMP and their implementation during the construction phase will be secured via an appropriately worded planning condition.

The proposed mitigation measures are considered sufficient for Winchester City Council to conclude that, if implemented, there is no reasonable likelihood that the proposed

Case No: 21/00219/FUL

WINCHESTER CITY COUNCIL
PLANNING COMMITTEE

development will result in significant harm to the qualifying habitats of the European site; or impact upon habitats which support the qualifying species of the European sites; or would result in an impact which would otherwise prevent or impede the delivery of the conservation objective of a site which forms part of the National Sites Network. This is an acceptable method of mitigation accepted by both Ecology and Natural England.

The planning application has also been supported by the Middlemarch Preliminary Ecological Appraisal of November 2020 which contains recommendations in section 7, and the Middlemarch Biodiversity Net Gain Assessment of January 2021 which contains recommendations which shall be adhered to and secured via a planning condition. A Habitat Regulations Assessment (HRA) has also been completed by the LPA.

The strip of priority habitat broadleaved woodland along the western boundary of the site continues north and south provides connectivity with the wider landscape. This woodland is to be retained and protected as well as the scattered trees on site. The woodland strip offers potential habitat for roosting, foraging and commuting bats, as well as for nesting birds.

Within the Ecological Appraisal, information was submitted regarding the surveys carried out in terms of the potential for bats, which concluded that 'Records of at least seven bat species were provided with the desk study, the closest of these were of soprano pipistrelle 80m north. The scattered trees were noted as having no roosting bat potential due to their age, however, the ivy growth on trees within the broadleaved woodland provides roosting opportunities for bats.' The trees that the report refers to be retained so no further survey work is required in this instance.

Ephemeral vegetation, tall ruderal and introduced shrubs on site also offer some limited foraging opportunities. The broadleaved woodland along the western boundary of the site also provides suitable foraging and commuting habitat for bats. The woodland forms a wildlife corridor to more suitable habitat in the local area, in order to maintain this corridor for bats a recommendation regarding lighting is made. This has been followed through in the lighting assessment that supports the planning application.

A Biodiversity Net Gain (BNG) Assessment was undertaken and concluded that a 6.93 % net gain in habitat units would be achieved. The Middlemarch BNG report also includes Biodiversity Enhancement recommendations for 5 bat boxes and 3 bird boxes to be included in the woodland, and details of these are included in the Biodiversity Mitigation and Enhancement Plan (BMEP), which is conditioned. With the BNG of nearly 7% and the addition of bat and bird boxes proposed it is considered that this is acceptable in relation to the ecology requirements.

Evidence has been collected in the various reports and an assessment has been undertaken in the Habitats Regulations Assessment as per the requirement placed upon it by Regulation 63 of the Conservation of Habitats and Species Regulations 2017 (as amended). The evidence provided is deemed sufficiently robust (being determined by use to the best scientific evidence available) to allow the authority to be certain that there will be no adverse effect, as a result of the proposed development, on the integrity of any area which forms part of the National Sites Network. This view is accepted by both the WCC Ecologist and Natural England.

WINCHESTER CITY COUNCIL
PLANNING COMMITTEE

Drainage

The site is in flood zone 1 and is not at risk from any flooding source.

There is no foul drainage to consider.

The existing soakaways from the old Vaultex building can be reused with an attenuated feed to remove any risk of peak flows overwhelming their capacity, this a sustainable and acceptable solution.

The updated design by SDP VTX-SDP-ZZ-XX-DR-C-0001-P02.pdf has two soakaways with two by-pass separators to keep 5 metres away from the proposed foundations.

By splitting the site into two catchments it is less likely to overwhelm the by-pass separators and catchpit manholes.

Also within the attached report is the maintenance schedule. It is proposing to treat the surface water run-off with the use of by-pass separators and catchpit manholes prior to discharging into the proposed cellular soakaways.

It is considered that the foul and surface water drainage strategy provided is acceptable in relation to relevant development plan policy and it meets the requirements of the NPPF.

Noise

A noise impact assessment supports the planning application (Stroma Built Environment Report Ref: 09-20-84548 NC 01 Rev A). this concluded:

- The assessment included three scenarios; sensitivity case, reasonable 'worst-case' and absolute 'worst-case', which were then assessed using the latest testing standards.
- All three scenarios considered operational car park noise during 'worst-case' morning peak period. The expected noise levels recorded indicate that the likelihood of adverse noise impact due to the operation of the car park is low.

The Environmental Protection Officer had no objections to this proposed development and therefore it is acceptable in relation to policy DM20 of the LPP2.

Equality

Due regard should be given to the Equality Act 2010: Public Sector Equality Duty. Public bodies need to consciously think about the three aims of the Equality Duty as part of the process of decision-making. The weight given to the Equality Duty, compared to the other factors, will depend on how much that function affects discrimination, equality of opportunity and good relations and the extent of any disadvantage that needs to be addressed. The Local Planning Authority has given due regard to this duty and the considerations do not outweigh any matters in the exercise of our duty as statutory planning authority for the council.

Conclusion

There is a strong justification for P&R expansion in Winchester as set out in the Winchester Movement Strategy. The demand forecast and assessments suggest that

WINCHESTER CITY COUNCIL
PLANNING COMMITTEE

there is likely to be sufficient future demand to justify investment in expansion of Winchester's P&R capacity.

The principle of the use of the site as a car park has already been established, and the assessment of this report is on the impact on the additional car parking and the building itself. From the evidence provided it is concluded that the additional traffic movements and car parking spaces are acceptable in relation to various policies and the design, layout, scale and mass is considered acceptable in relation to the impact on the surrounding areas and in relation to neighbouring uses.

There are no heritage assets on or near the site and the building would not result on any detrimental harm on the wider setting of Winchester.

Both the HRA and Natural England conclude that the development would not result in any adverse impact to the surrounding sensitive areas and a condition is proposed relating to the CEMP. Therefore, the mitigation proposed along with the information submitted provides sufficient detail that it is considered that the proposed development of the multi storey car part is acceptable in relation to relevant planning policy.

This development is therefore recommended for approval in relation to policies, WT1, CP8, CP10, CP11, CP13, CP16, CP19, CP20 and CP21 of the LPP1 and policies WIN1, DM15, DM16, DM17, DM18, DM19, DM20, DM21, DM23, and DM24 of the LPP2.

Recommendation

Application Permitted subject to the following condition(s):

Conditions

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

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

2. The development hereby permitted shall be carried out in accordance with the plans and documents and mitigation listed below unless otherwise agreed in writing by the local planning authority:

Proposed site plan - VTX-STL-XX-00-DR-A-XXXX-0902 PL01
Ground floor plan – VTX-STL-XX-00-DR-A-XXXX-0100 PL01
First floor plan - VTX-STL-XX-00-DR-A-XXXX-0101 PL01
Second floor plan - VTX-STL-XX-00-DR-A-XXXX-0102 PL02
Roof plan - VTX-STL-XX-00-DR-A-XXXX-0103 PL01
Elevations North and East - VTX-STL-XX-00-DR-A-XXXX-0200 PL01
Elevations South and West - VTX-STL-XX-00-DR-A-XXXX-0201 PL01
Sections - VTX-STL-XX-00-DR-A-XXXX-0300 PL01
Proposed landscape and ecology plan - VTX-STL-XX-00-DR-L-XXXX-0910 P05
Proposed tree pits details- VTX-STL-XX-00-DR-L-XXXX-0912

Planning, design and assess statement Jan 2021

Stroma Built Environment Report Noise Impact report - Ref: 09-20-84548 NC 01 Rev A

Case No: 21/00219/FUL

WINCHESTER CITY COUNCIL
PLANNING COMMITTEE

Air Quality Assessment Hawkins Environmental Report - Ref H 3 1 6 6 A Q - v 1
DDA External lighting and energy report Ref 20-3658
Transport Statement – Stuart Michael Associated Ltd, Dec 2020 – ref 6896/02
Drainage Strategy and FRA - VTXWCC-CDY-XX-XX-RP-D-PM_30_30_29-0001
Landscape and Visual Appraisal – Jan 2021 - VTX-STL-XX-00-RP-A-XXXX-RP02
Outline Landscape and Ecological Specification, maintenance and management plan -
VTX-STL-XX-00-RP-L-XXXX-RP03
Soft Landscaping Schedule - VTX-STL-XX-00-SH-L-XXXX-SH06

Middlemarch Environmental Ltd

Preliminary Ecological Appraisal (Report RT-MME-153463)
Preliminary Arboricultural Assessment (Report RT-MME-153561-01)
Arboricultural Impact Assessment (Report RT-MME-153561-02 Rev A)
Arboricultural Method Statement (Report RT-MME-153561-03 Rev C)
Construction Ecological Management Plan (CEcMP) (Report RT-MME-153944-01)
Invasive Plant Method Statement (Report RT-MME-153944-02)
Biodiversity Mitigation and Enhancement Plan (Report RT-MME-154691)
Biodiversity Net Gain Assessment (Report RT-MME-154108)

Reason: For the avoidance of doubt, to ensure that the proposed development is carried out in accordance with the plans and documents from which the permission relates to comply with Section 91 of the Town and Country Planning Act 1990.

3. 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.

4. 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.

5. All hard and soft landscape works shall be carried out in accordance with the approved details as listed in condition 2. The works shall be carried out prior to the completion of the development hereby permitted or in accordance with the programme agreed with the Local Planning Authority. If within a period of five years after planting any tree or plant is removed, dies or becomes, in the opinion of the Local Planning Authority, seriously damaged, defective or diseased another tree or plant of the same species and size as that originally approved shall be planted at the same place, within 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.

Case No: 21/00219/FUL

WINCHESTER CITY COUNCIL
PLANNING COMMITTEE

6. No development shall commence on site until a construction method statement has been submitted to and approved in writing by the LPA, which shall include:

- A programme of the phasing of the construction work
- The provision of long-term facilities for contractor parking
- The arrangements for deliveries associated with all construction works
- Methods and phasing with all construction works
- Access and egress for plant and machinery
- Protection of pedestrian routes during construction
- Location of temporary site building, compounds, construction material and plant storage areas
- Detail of measures to prevent dirt transfer on the highway from the site, along with methodology for clearing dirt from highway should these measures fail (ie road sweepers)

Demolition and construction work shall only take place in accordance with the approved method statement.

Reason: In order that the Local Planning Authority properly consider the effect of the works on the amenity of the locality.

7. The actions in the Middlemarch Ecology appraisal and the Biodiversity Net Gain Mitigation and Enhancement Plan, submitted as part of this application, and approved in condition 2 shall be carried out in accordance with the approved details.

Reason: To ensure a net gain in biodiversity and to comply with CP16 and the NPPF 2019.

8. The actions in the Construction Ecological Management Plan (CEcMP) (Report RT-MME-153944-01) submitted as part of this application, and approved in condition 2 shall be carried out in accordance with the approved details.

Reason: To ensure enhancement and protection of ecology and to comply with CP16 and the NPPF 2019.

9. Development shall cease on site if, during any stage of the works, unexpected ground conditions or materials which suggest potential contamination are encountered, unless otherwise agreed in writing with the Local Planning Authority. Works shall not recommence before a site assessment has been undertaken and details of the findings along with details of any remedial action required (including timing provision for implementation), has been submitted to and approved in writing by the Local Planning Authority. The development shall not be completed other than in accordance with the approved details. NB - potentially contaminated ground conditions include infilled ground, visual evidence of contamination or materials with an unusual odour or appearance.

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

10. Protective measures, including fencing and ground protection, in accordance with the Arboricultural Impact Appraisal and Method Statement ref. RT-MME-153561-02 Rev A and

WINCHESTER CITY COUNCIL
PLANNING COMMITTEE

RT-MME-153561-03 Rev C written by Middlemarch Environmental Ltd submitted to the Local Planning Authority shall be installed prior to any demolition, construction or groundwork commencing on the site.

Reason: To ensure protection and long term viability of retained trees and to minimise impact of construction activity.

11. The Arboricultural Officer shall be informed once protective measures have been installed so that the Construction Exclusion Zone (CEZ) can be inspected and deemed appropriate and in accordance with the submitted Arboricultural Method Statement (RT-MME-153561-03 Rev C). Telephone – Tree Officer. 01962 848403

Reason: To ensure protection and long term viability of retained trees and to minimise impact of construction activity.

12. No arboricultural works shall be carried out to trees other than those specified and in accordance with Method statement (for protection of trees) Report RT-MME-153561-03 Rev C.

Reason: To ensure protection and long term viability of retained trees and to minimise impact of construction activity.

13. Any deviation from works prescribed or methods agreed in accordance with Arboricultural Method Statement (Report RT-MME-153561-03 Rev C) shall be agreed in writing to the Local Planning Authority.

Reason: To ensure protection and long term viability of retained trees and to minimise impact of construction activity.

14. No development, or site preparation prior to operations which has any effect on compacting, disturbing or altering the levels of the site, shall take place until a person suitably qualified in arboriculture, and approved as suitable by the Local Planning Authority, has been appointed to supervise construction activity occurring on the site. The arboricultural supervisor will be responsible for the implementation of protective measures, special surfacing and all works deemed necessary by the approved arboricultural method statement. Where ground measures are deemed necessary to protect root protection areas, the arboricultural supervisor shall ensure that these are installed prior to any vehicle movement, earth moving or construction activity occurring on the site and that all such measures to protect trees are inspected by the Local Planning Authority Arboricultural Officer prior to commencement of development work.

Reason: To ensure protection and long term viability of retained trees and to minimise impact of construction activity.

15. A pre-commencement meeting will be held on site before any of the site clearance and construction works begins. This will be attended by the site manager, the Arboricultural consultant and the LPA tree officer.

Reason: To ensure protection and long term viability of retained trees and to minimise impact of construction activity.

Case No: 21/00219/FUL

WINCHESTER CITY COUNCIL
PLANNING COMMITTEE

16. Details of the solar panels to be installed on the roof of the building shall be submitted to and approved, in writing, by the Local Planning Authority before their installation. The development shall be carried out in accordance with the approved details.

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

Informatives:

- 01 In accordance with the NPPF, Winchester City Council (WCC) take a positive and proactive approach to development proposals, working with applicants and agents to achieve the best solution. To this end WCC:
- offer a pre-application advice service and,
 - update applicants/agents of any issues that may arise in the processing of their application, where possible suggesting alternative solutions.

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

02. This permission is granted for the following reasons:
The development is in accordance with the Policies and Proposals of the Development Plan set out below, and other material considerations do not have sufficient weight to justify a refusal of the application. In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, planning permission should therefore be granted.
03. The Local Planning Authority has taken account of the following development plan policies and proposals:-

Winchester Local Plan Part 1 - Joint Core Strategy

WT1 - Development Strategy for Winchester Town
CP8 - Economic Growth and Diversification
CP10 - Transport
CP11 - Sustainable Low and Zero Carbon Built Development
CP13 - High Quality Design
CP16 - Biodiversity
CP19 - South Downs National Park
CP20 - Heritage and Landscape Character
CP21 - Infrastructure and Community Benefit

Local Plan Part 2: Development Management and Site Allocations (LPP2) (April 2017)

WIN1 – Winchester Town
DM15 - Local Distinctiveness
DM16- Site Design Criteria
DM17- Site Development Principles
DM18- Access and Parking
DM19 - Development and Pollution
DM20 - Development and Noise
DM21 - Contaminated Land
DM23 - Rural Character

Case No: 21/00219/FUL

WINCHESTER CITY COUNCIL
PLANNING COMMITTEE

DM24 - Special Trees, Important Hedgerows and Ancient Woodlands

National Planning Policy Guidance/Statements:

National Planning Policy Framework, Sections 2, 6, 7, 8, 9, 11, 12, 14, 15 and 17

Other documents

Winchester Movement Strategy (WMS)

Air Quality Action Plan 2017

Parking and access strategy 2020

High Quality Places 2015

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

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

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

Further information, application forms and guidance can be found on the Council's website www.winchester.gov.uk