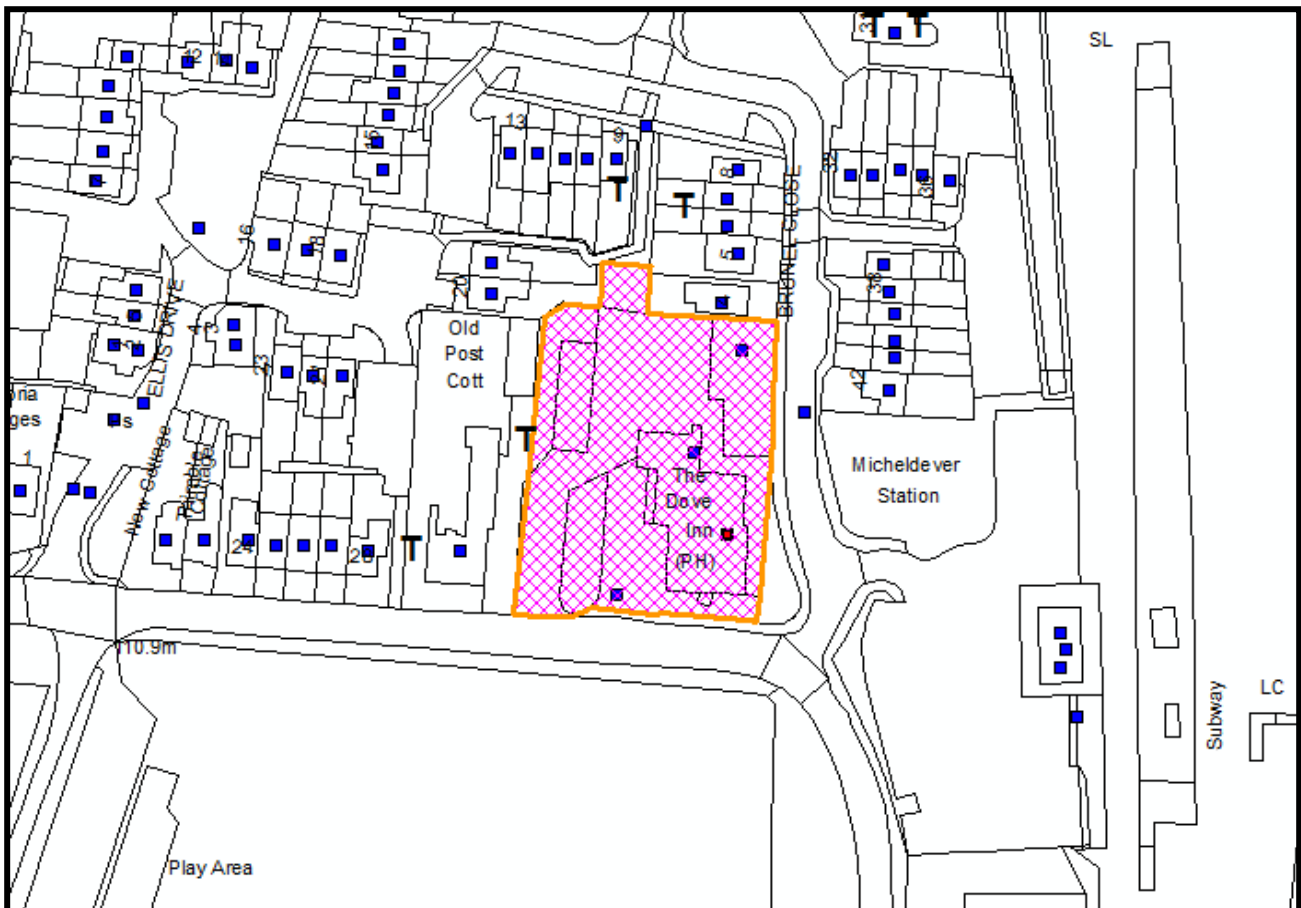


WINCHESTER CITY COUNCIL
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Case No: 21/00737/FUL
Proposal Description: Demolition and recreation of Coach House to form five letting bedrooms including reconfigured parking layout, outside seating areas and associated landscaping. (REVISED PLANS SUBMITTED 29.07.2022).
Address: The Dove Inn, Andover Road, Micheldever Station, SO21 3AU
Parish, or Ward if within Winchester City: Micheldever Parish Council
Applicants Name: Lochstill Ltd
Case Officer: Catherine Watson
Date Valid: 16 March 2021
Recommendation: Application Permitted
Pre-Application Advice: No

Link to Planning Documents

[Link to page – enter in reference number: 21/00737/FUL](https://planningapps.winchester.gov.uk/online-applications/search.do?action=simple)
<https://planningapps.winchester.gov.uk/online-applications/search.do?action=simple>



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Reasons for Recommendation

The development is recommended for permission as it is considered that it will have a positive impact on the pub business by introducing additional tourist accommodation. As such it is in accordance with policies MTRA1, MTRA3, CP6 and CP8 of the LPP1. The character of the area would be preserved in accordance with Policies DM15 and DM16 of the LPP2 and, subject to appropriate conditions, the development would not harm neighbouring residential amenity in accordance with policy DM17 of the LPP2

General Comments

The application is reported to Committee because of the number of objections received, contrary to the Officer's recommendation.

This application runs concurrently with a listed building application - 21/00738/LIS.

Amendments to Plans Negotiated

Amended plans (105B and 5950-7-22) were received indicating a change of the layout of the parking area in order to take into account a TPO tree and to show the location of the proposed sewage treatment plant.

Site Description

The site is approximately 2300sqm in area and is situated within the settlement boundary of Micheldever Station. Along with the Grade II listed pub it contains the former coach house, car park and garden. The pub was constructed in the early-mid 19thC as a coaching inn for the journey to Andover from the new Micheldever railway station.

Proposal

The proposal is for the demolition of the existing, dilapidated coach house and the construction of a new building to the same dimensions, for use as 5 letting rooms. Each of the rooms will have an en-suite bathroom and one of the units has been designed to meet the relevant standards to be wheelchair-accessible with level access and a nearby dedicated parking space. Alongside the reconstructed building, a new car parking layout is proposed as well as a new package treatment drainage plant.

Relevant Planning History

- 88/00310/OLD - Conversion of stable/workshop into 4 letting suites: The Coach House. REF 19th July 1988.
- 10/00736/FUL - Refurbishment and conversion of existing Coach House to provide 5 no. letting rooms with association external works and revised access (this application may affect the setting of a public right of way). WDN 30th October 2014.
- 10/01035/LIS - Refurbishment and conversion of existing Coach House to provide 5 no. letting rooms with association external works and revised access (this application may affect the setting of a public right of way). WDN 30th October 2014.

Consultations

Service Lead for Community and Wellbeing (Trees)

Support, subject to conditions requiring details of foundations, tree/root protection zones etc. Tree 2312T1 was TPO'd in 2022.

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Service Lead for Community and Wellbeing (Ecology)

Support, subject to conditions re ecological enhancements and protection/mitigation for bats.

Service Lead for Public Protection (Environmental Protection)

Support. Details of bespoke PTP submitted and considered to be acceptable in terms of odour impact on surrounding properties.

Service Lead for Engineering, Transport and Special Maintenance (Drainage)

Support. Condition required for further detailed information/specifications of foul and surface water drainage.

Service Lead for Built Environment (Historic Environment)

Comment. Justification required for demolition of curtilage-listed building. If acceptable, details of materials and detailing to be conditioned.

HCC Countryside Services (Rights of Way)

No objection. The public right of way is not affected by the proposals.

Natural England.

No objection, subject to appropriate mitigation being secured.

Service Lead for Economy and Tourism (Tourism)

Comment. Details given about hotel room occupancies in the district as a whole. Support given for businesses that support sustainable consumer behaviour. The success of the business would depend upon working with other “products” in the area, as well as WCC’s tourism team.

Representations:

Councillor Caroline Horrill – Wonston and Micheldever.

“I would like to lodge an objection to the application for The Dove Inn, Andover Road, Micheldever Station SO21 3AU Ref. No: 21/00738 on two counts as a ward councillor. The main objection is the wastewater system. I agree the site must have a separate system, but the type of system and how it works in the context of the locality is also crucial. I have experience of another application where insufficient attention was paid to this level of detail and today residents are living with the consequences of this. I would therefore request more detailed information regarding the specific system, its operation and impact on the locality (smell for example) before the application is considered. We are more than aware of the ongoing issues re sewage in the community and therefore must be especially explicit about this application and its proposed solutions.

The second issue is the tree and its preservation and ensuring that appropriate protection measures are in place. Again, I would request that this detail is provided by the applicant before a final decision about the application is made”.

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Micheldever Parish Council.

First Comment: "In order for this application to be supported by the Parish Council it would need to address concerns about the additional pressure the development would place on the local sewerage system. A separate sewage system for the Dove Inn property should be constructed as part of this proposed development".

Second Comment: "The Parish Council objected to the original plans as these took no account of the sewerage issues already experienced at The Dove and in Brunel Close with whom they have a shared STP which is failing. The revised plans show an STP but it appears unrealistic, based on the experiences in Brunel Close and on other similar developments, that a system of this size would be adequate.

The Parish Council would like independent evidence to be sought on the adequacy of such a system and for these to be considered by the Planning Committee".

12 Objecting Representations received from different addresses citing the following material planning reasons:

- The development will exacerbate the already poor situation with the foul drainage system of the village, particularly those properties in Brunel Close;
- The loss of the Monterey pines would be harmful to the character of the area;
- The demolition of the coach house would disturb bats which roost in it;
- Usually, the Dove Inn's letting rooms aren't fully occupied so there is no need for more accommodation.

1 Supporting Representation received from different addresses citing the following material planning reasons:

- The area has a shortage of accommodation, and the proposal will help to support tourism and economic growth of the area;
- The development will make the pub more sustainable and help to protect it from the threat of closure.

Relevant Government Planning Policy and Guidance

National Planning Policy Framework

- 2. Achieving sustainable development
- 4. Decision-making
- 6. Building a strong, competitive economy
- 8. Promoting healthy and safe communities
- 9. Promoting sustainable transport
- 12. Achieving well-designed and beautiful places
- 14. Meeting the challenge of climate change, flooding and coastal change
- 16. Conserving and enhancing the historic environment

National Planning Practice Guidance

- Appropriate assessment
- Climate change
- Community Infrastructure Levy
- Consultation and pre-decision matters
- Design: process and tools
- Determining a planning application

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- Fees for planning applications
- Flood risk and coastal change
- Healthy and safe communities
- Historic environment
- Renewable and low carbon energy
- Tree Preservation Orders and trees in conservation areas
- Use of planning conditions
- Waste
- Water supply, wastewater and water quality

Winchester Local Plan Part 1 – Joint Core Strategy (LPP1). DS1 – Development Strategy and Principles

MTRA1 - Development Strategy Market Towns and Rural Area
MTRA3 – Other Settlements in the Market Towns and Rural Area
CP6 – Local Services and Facilities
CP8 – Economic Growth and Diversification
CP11 – Sustainable Low and Zero Carbon Built Development
CP13 – High Quality Design
CP16 – Biodiversity
CP17 – Flooding, Flood Risk and the Water Environment
CP20 – Heritage and Landscape Character

Winchester District Local Plan Part 2 – Development Management and Site Allocations

DM1 – Location of New Development
DM15 – Local Distinctiveness
DM16 – Site Design Criteria
DM17 – Site Development Principles
DM18 – Access and Parking
DM19 – Development and Pollution
DM24 – Special Trees, Important Hedgerows and Ancient Woodlands
DM29 – Heritage Assets

Supplementary Planning Document

National Design Guide 2019
High Quality Places 2015
Micheldever Parish Village Design Statement 2022

Other relevant documents

Climate Emergency Declaration Carbon Neutrality Action Plan 2020 – 2030
Statement of Community Involvement 2018 and 2020
Position Statement on Nitrate Neutral Development – February 2020
Historic England Guidance
Constructive Conservation in Practice 2008
Constructive Conservation Sustainable Growth for Historic Places 2013
Conservation Principles, Policies and Guidance 2008
Historic Environment Good Practice Advice in Planning: 4
Published 30 June 2020

Planning Considerations

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Principle of development

Section 38 (6) of the Planning and Compulsory Purchase Act 2004 and paragraph 47 of the National Planning Policy Framework (NPPF, 2021) require that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

The proposed development comprises the demolition of the existing coach house and the construction of a new building of a similar form which will house 5 letting bedrooms in association with the Dove Inn. Additional development will include the expansion of the car park and the installation of a new package treatment plant.

The site falls within the settlement boundary of Micheldever Station, a small village situated approximately 10km to the north of Winchester. The village houses the eponymous railway station, and the oldest buildings (mid-19thC) were built in association with this, including the Grade II listed pub which was a coaching stop for railway users.

The proposal for the addition of 5 letting units within the curtilage of the existing pub is considered to comply in principle with policies MTRA1 and MTRA3 of the LPP1. MTRA1 supports the retention and improvement of community facilities as long as this is of a scale commensurate with the location and community they serve. MTRA3 supports development proposals that reinforce a settlement's role and function or meet a community need.

Other than the railway station, the Dove is one of the only other community buildings situated within the village and the existing tourist accommodation is an integral part of its function. The addition of 5 new tourist bedrooms further enhances this function and these units are considered to be of a scale commensurate with the location and community. CP8 of the LPP1 also identifies tourism as one of the LPA's five key economic sectors to be supported. Policy CP6 of the LPP1 supports proposals for the development of new, extended or improved facilities and services in accordance with the relevant development strategies. Local pubs are identified as a local service/facility in the preamble of this policy.

It is therefore considered that the provision of the proposed letting rooms complies with MTRA1, MTRA3, CP6 and CP8 of the LPP1.

Assessment under 2017 EIA Regulations.

The development does not fall under Schedule I or Schedule II of the 2017 Environmental Impact Assessment Regulations, therefore an Environmental Impact Assessment is not required.

Impact on character and appearance of area

Micheldever Station is a small village where the built layout is bisected by the railway line and station. The Dove is situated 55m to the west of the station and is in a prominent location on the bend of Andover Road. It is a grade II listed building dating to the early 19thC and utilises brick and stucco in its construction. It has been altered and extended over the intervening years however, the front (south) elevation fronting Andover Road and the side (east) elevation onto Brunel Close retain elements of its original appearance which provide the main significance as a landmark building within the centre of the village, along with the station. Directly to the south of the site is the village recreation ground.

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The site has a large curtilage which includes informal parking for approximately 20 vehicles. A small parking area is situated adjacent to the west elevation of the inn and a further, larger parking area is situated to the rear. Areas of lawn with outdoor seating are also present and there is a service area at the rear. Situated in the north-western corner of the site is the application building. This building dates prior to 1948, is constructed of brick, render and cob and is of some age and therefore is considered to be curtilage-listed in association with the main pub building. It would appear that several elements have been added in the late 20thC which would diminish the historic and architectural value of the building. It is in a very poor state of repair, with the rear section of the slate roof having collapsed.

Full and listed building applications for similar works (10/00736/FUL and 10/01035/LIS) were submitted in 2010 but were subsequently withdrawn due to the lack of information submitted regarding a bat survey.

The current proposal is to demolish the existing building and build a replacement largely to the same dimensions. The reason for the complete demolition is that it is considered that the existing building is beyond economic repair and conversion. By building a similar replacement building, the character of the original will be retained and there is the opportunity to incorporate energy efficiency measures including higher levels of insulation. The rendered finish to the existing east wall is to be replicated and there will be a series of simple porch entrances to the rooms and a small window to each of the en-suites. Each room would provide an individual enclosed amenity space. It is proposed to rebuild the outer face of the elevations in a red facing brick with a rendered plinth on the west elevation to match the existing. Windows and doors will be inserted in a pattern that reflects the random nature of the existing openings. The north elevation will be reconstructed in a rendered finish to match the east elevation. The roof will be slate covered.

In addition to the above, the proposal also includes reconfiguration of the parking and external seating areas. The new parking layout will allow for 27 spaces, an increase from the existing 20 spaces. The existing parking area immediately to the west of the pub will be replaced with an area of lawn/terraced seating area. Eleven spaces will be situated further to the west of the site. The layout here has been amended from the original proposal to take into account the recently TPO'd tree. To the north of the pub, an additional 16 spaces will be provided along with parking for motorcycles and cycles.

As the existing building is considered to be curtilage-listed, further discussion of the issues relating to the impact upon it and the wider setting of the Dove will be covered in the historic environment section of this report. Notwithstanding this, the removal of the existing picket fence along the site's boundary with Andover Road and its replacement with hedging, is supported as it is considered to be a visual improvement. The consolidation of the lawn/terraced area against the side of the listed building is also welcomed as it will remove the clutter of parked cars in this part of the site. The addition and retention of trees is also supported, in particular the Monterey cypress which was proposed to be removed as part of the development, but which is now subject to a TPO for its high level of amenity value.

It is considered, therefore, that the removal of the existing, dilapidated building and its replacement with a new building of similar appearance, as well as the associated landscaping works and new parking/grassed area, is acceptable.

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Therefore, the proposal complies with policies DS1 and CP13 of the LPP1 and DM1, DM15, DM16 and DM17 of the LPP2.

Development affecting the South Downs National Park

The application site is located 9.6km from the South Downs National Park

Government policy relating to National Parks is set out in English National Parks and the Broads: UK Government Vision and Circular 2010 and The National Planning Policy Framework (NPPF) updated 2021. The Circular and NPPF confirm that National Parks have the highest status of protection, and the NPPF states at paragraph 172 that great weight should be given to conserving and enhancing landscape and scenic beauty in national parks and that the conservation and enhancement of wildlife and cultural heritage are also important considerations and should be given great weight in National Parks.

Given the distance from the National Park and nature of the proposal, the development will not affect any land within the National Park and is in accordance with Section 11a of the National Parks and Access to the Countryside Act 1949.

Historic Environment

The works affect a statutory listed building and curtilage-listed building, including their setting.

The development is within the curtilage of a Grade II listed building. The following legislation and policies are taken into account in the assessment and determination of this planning and listed building application.

Relevant Legislation

The preservation of the special architectural/historic interest of the listed building and its setting (S.66 P(LBCA) Act 1990; Policy DM29 of the Winchester District Local Plan Part 2 Adopted 2017; Policy CP20 Winchester District Joint Core Strategy; NPPF (2021) Section 16.

Guidance

The consideration and assessment of due regard is required in relation to the relevant legislation and guidance as outlined within the Historic Environment response.

As such due regard has been given to Section 66 of the Planning (Listed Buildings and Conservation Areas Act 1990) which confirms that “special attention shall be paid to the desirability of preserving or enhancing the character or appearance of the Listed Building/Structure. Case law has established that where an authority finds that a development proposal would harm the setting of a listed building, it must give that harm “considerable importance and weight”.

The historic environment section of the Planning Practice Guidance further outlines the role of the Local Planning Authority in considering the effects of new development that are in the vicinity of or affect the setting of listing buildings and heritage assets.

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Paragraph 205 of the NPPF advises that great weight should be given to the conservation of a heritage asset in considering the impact of a proposal on its significance (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. Paragraph 206 states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Policy CP20 of WDLPP1 and Policy DM29 of WDLPP2 ensure that development preserves and enhances heritage assets and their settings.

The Dove Inn is a Grade II listed building, located at the corner of Andover Road and to the west of the station. It is a building of 2 storeys and has a square plan, with a square range attached at the rear, formerly the brewery, and is constructed in brick and stucco, with a slated roof with wide overhanging eaves. The south elevation has a much altered and simplified, classical porch with plain rendered brick piers and a wide elliptical fanlight with radiating glazing bars, and relatively modern multi-panelled double doors. The elevations have chamfered quoins to the corners and there are four substantial chimney stacks.

The Dove is of significance as a good example of an early-19th century public house, which illustrates the fashion for Classically inspired commercial architecture during that period. The pub enjoys landmark value as a result of its prominent, road-side location, as well as its generous scale, massing and architectural character. It derives historic interest from its association with the construction of Micheldever Station, also Grade II listed, which opened in 1840 on the London & Southampton Railway line. The Dove functioned as a coaching inn, for the onward journey to Andover.

To the rear (north-west) of the site is the single storey outbuilding proposed to be demolished and rebuilt, which has a long, rectilinear footprint orientated north/south. It is constructed partly of cob and partly of brick with a slate roof, with the inclusion of asbestos at a later date. Whilst it is not specifically mentioned in the list entry, the building pre-dates 1948 and appears to have been ancillary to the pub use at the time of listing. Given its age, proximity to the listed building and its ownership and use at the time of listing, the outbuilding is considered to be curtilage-listed. The building is not widely visible from the public realm, being tucked away to the rear of the pub's western elevation.

Upon the request of the historic environment officer, a detailed heritage appraisal was undertaken by the applicant and an accompanying statement submitted. Any proposals for the demolition of the building would be dependent upon its significance and what it contributes to the understanding and appreciation of the principal listed building.

The statement includes a map regression which indicates that the building may have formed part of the wider brewery complex with yard and coaching facilities, attached to the main pub building. This complex first appears on the 1871 1st edition OS 25-inch map. By the time of the 1896 2nd edition OS 25-inch map, there had been some change to the brewery buildings in particular, to the western part of the east-west range. The 1910 OS map shows no significant changes, and the 1961 6-inch map suggests that the brewery buildings remained, but they had been largely demolished by 1971, leaving the outbuilding range and a narrow building to the east standing, the latter being subsequently demolished.

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The building is in extremely poor condition, with over half of the missing slates replaced by asbestos tiles. The northern part of the building has collapsed. The east wall is mostly constructed in painted brick laid in stretcher bond but at its southern end, there is a section of rendered cob with the render being a cementitious mix which has largely failed and is partly covered by a tarpaulin. At the northern end of this east elevation there is a further section of cob set upon a relatively high brick plinth. The cob here is substantially eroded and is in very poor condition. The south gable end is of painted brick and is probably a post-1960s rebuild. There is a door to the left within a wider opening and a four-light casement window to the right, both with concrete lintels over. The west elevation appears to be wholly constructed in painted brickwork. This was the active side of the building with, from the south, a blocked window once serving the southern room, a double-door with giving access to a single bay space, a further single-width door and a window. The northern part of this wall has collapsed above plinth level. The north gable wall is only visible from within the footprint of the building. It is largely constructed of chalk rubble intermixed with brick. It does not appear to be tied into either the east or west walls of the building.

The building is divided into three parts; a larger northern space accessed by a door in the west elevation, a one-bay space to the centre with the double doors, and a southern room accessed from the door in the south elevation. The northern part of the building appears to have been a single space of five bays.

The outbuilding is sometimes described as a "coach house" but it is clearly not a conventional 19thC coach house. It is only the central single-bay space with double doors in the west elevation which appears to have been used for garaging, but the access arrangement as shown on the 1870 map looks awkward for this purpose. There is no indication that the building was used as stabling and there is a lack of the usual doors that might be expected in a stable range of this size. Alternatively, if the building was part of the brewery function of the site, there is no evidence to show how it fitted into the complex other than perhaps being storage areas.

The outbuilding is a utilitarian structure which is considered to have very limited architectural interest. The car park-facing elevation is blank and therefore, for most people who experience the building there are no features which allow an understanding of its function. Internally, there is little of architectural interest and there are no significant fixtures and fittings retained which allow an understanding of its original or later functions. The building does not convey a clear stable and coach house character and it is questioned whether this was indeed its historic use. It does not have a conventional coach house relationship with the main pub building and therefore, it is considered most likely that the range was built as part of the brewery complex providing storage for ingredients used in the brewing process or product of the brewery with the central, single bay unit providing garaging for a dray.

The outbuilding makes a very limited contribution to the importance of the setting of the Dove Inn and therefore, does not contribute a great deal to the significance of the listed building. Its replacement, replicating its footprint and form, would not impair the significance or setting of the listed building given that it closely reflects the characteristics of the existing building. Conditions on the linked listed building consent will require detailed design and material specifications to be submitted.

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The historic environment officer had concerns about the introduction of additional parking to the side of the pub, where this could impair an appreciation of the listed building in its setting. Bays 1 and 7 are set slightly forwards of the front elevation of the pub which would represent a change in the street view however, this can be softened by the use of appropriate soft landscaping and the proposed consolidation of the parking facility, as opposed to the more ad-hoc current arrangement, is therefore considered to represent an improvement and therefore a comparatively low level of harm to the setting of the building. The removal of the existing secondary access also represents a betterment to this part of the site. The existing pub signpost will be retained, although removed temporarily during the construction of the drainage field.

Conclusion.

It is considered that the outbuilding's loss and the associated works, including reordered parking, will result in a degree of less than substantial harm to the significance of the setting and historic interest of the listed building however, given the comparative lack of remaining historic or architectural significance of the outbuilding which remains, and given that the building will be replaced with another utilising the same footprint and form, its demolition is considered to be acceptable in this instance. High quality hard and soft landscaping will help to integrate the new development into the wider site and locality.

Neighbouring amenity

The nearest residential properties are Old Post Office Cottage, which is approximately 10m away from the application building. To the north (rear), is no 20 Brunel Close, approximately 10.5m away and no 4 Brunel Close, approximately 19m to the north-west. Each of the 5 tourist units will have a small terrace and garden to the rear. The nearest building within the curtilage of Old Post Office Cottage is a garage and not living accommodation. The development will result in the demolition of the existing building and a new building to the same dimensions. It is therefore not considered that there would be any additional harm to neighbour amenity caused by overbearing or overshadowing, especially given the distance and orientation of those buildings. The development will not result in any overlooking given the building is single storey.

There will also be a net increase of an additional 16 parking spaces. The occupation of the units and this expanded parking provision will intensify the use of the site but given this is a location within the settlement boundary and within an active public house it is not considered that this would result in any materially harmful impacts on neighbouring amenity due to noise or car movements.

A construction management plan is subject to condition 3. It is considered reasonable to condition this to ensure that all vehicles, materials, storage of plant etc are kept on-site to ensure that the construction period does not result in significant inconvenience to road users and local residents.

Therefore, the proposal complies with policy DM17 of the LPP2.

Sustainable Transport

The existing vehicular access will be retained, and the parking provision will increase from 20 spaces to 27. One of the parking spaces will be situated adjacent to the letting room with disabled access. To the north of the pub building is a motorcycle and cycle parking facility. This will provide more than sufficient capacity for the 5 additional letting rooms that would be created. The close proximity of the station also brings in visitors to the pub who

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cannot or choose not to, use their own vehicle. It is therefore considered that the proposal allows for an acceptable level of parking on site but that it also caters for visitors using more sustainable forms of transport.

Therefore, the proposal complies with policy DM18 of the LPP2.

Ecology and Biodiversity

The proposal is for overnight accommodation affecting nitrogen.

A nutrient budget calculator has been completed in respect of the 5 additional units of overnight tourist accommodation. The site falls within the River Dever catchment, which ultimately forms part of the Test catchment where mitigation is only required for nitrogen and not phosphorous. The council has adopted a Grampian condition which requires details of nitrogen mitigation to be agreed prior to the first occupation of the approved development. In addition, the package treatment plant is likely to provide some improvement and it is expected that it will form part of the mitigation.

The development therefore complies with The EU Habitats Directive and Conservation of Habitats & Species (Amendment) Regulations 2011 and contains an Appropriate Assessment as Competent Authority.

The building has been identified in surveys undertaken in 2021 as having high bat roost potential. A further letter from Plan Ecology, dated February 2023, confirms that an updated dusk survey was carried out in September 2021, along with a visual inspection of the building in February 2023. It is likely that further updated surveys will be required to support obtaining a European Protected Species Licence or a Bat Mitigation Class Licence after planning permission has been granted. This will ensure that harm to bats is minimised during demolition and that appropriate mitigation is in place. In addition, conditions 8 and 9 will condition the measures contained within the Phase 1 and 2 surveys and a further condition will ensure that a minimum of 2 swallow nests and 2 swift nests are incorporated into the design of the new building.

Therefore, the proposal complies with policy CP16 of the LPP1.

Appropriate Assessment.

The application will have a likely significant effect in the absence of avoidance and mitigation measures on European and Internationally protected sites as a positive contribution of 5.92 kg TN/year is made. The authority has concluded that the adverse effects arising from the proposal are wholly consistent with, and inclusive of the effects detailed in the Winchester City Council Position Statement on nitrogen neutral development and the guidance on nitrogen from Natural England.

The authority's appropriate assessment is that the application coupled with a mitigation package secured by way of a Grampian condition complies with this strategy and would result in nitrogen-neutral development. It can therefore be concluded that there will be no adverse effect on the integrity of the designated sites identified above in this regard.

This represents the authority's Appropriate Assessment as Competent Authority in accordance with requirements under Regulation 63 of the Conservation of Habitats and Species Regulations 2017, Article 6 (3) of the Habitats Directive and having due regard to its duties under Section 40(1) of the NERC Act 2006 to the purpose of conserving

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biodiversity. Consideration of the Ramsar site/s is a matter of government policy set out in the National Planning Policy Framework 2018.

Under Reg 63(4) of the Habitat Regs the Council considers that it is not appropriate to take the opinion of the general public and have not therefore further advertised the Appropriate Assessment.

Condition 16 will cover details of the nitrogen mitigation.

Sustainability

Developments should achieve the lowest level of carbon emissions and water consumption which is practical and viable. Policy CP11 expects new tourist developments to achieve BREEAM “Excellent” standard in respect of energy, unless individual circumstances dictate otherwise.

Condition 12 secures the submission of design-stage data prior to the commencement of development to ensure this is complied with.

Condition 13 then requests as-built data prior to the occupation of the units to ensure that the requirements have been met.

The proposal therefore complies with policy CP11 of the Local Plan Part 1.

Sustainable Drainage

The Dove Inn currently discharges into a shared treatment plant in Brunel Close, which on occasion becomes overloaded as it does not have sufficient capacity. These ongoing sewage issues are well known to local residents, as well as the Council’s environmental protection team. Any increase in residential capacity at the Dove needs to ensure that the existing situation is not further exacerbated and therefore, detailed information regarding the proposed drainage system to serve the Dove was required by both the Council’s environmental protection officer and drainage engineer prior to the determination of the planning application.

Details of a Klargester BioDisc BE-BL package treatment plant have been submitted for review. A drainage field of 260m² is required in order to serve this, which will be located under the car park. Compaction of the drainage field caused by vehicles can be avoided by laying the pipework on an appropriate bed of clean stone, with various key points capped with concrete where necessary. A comprehensive plan will be required via condition 15, showing the precise details of how this will be achieved. The drainage engineer has confirmed that he is happy with this approach, as has the environmental health officer.

Due to the bespoke drainage system to be installed on site solely for the use of the Dove, it is not considered that the development would result in any additional load to the existing drainage plant on Brunel Close and will not exacerbate the current situation associated with it.

Therefore, the proposal complies with policy DM17 of the LPP2.

Other Topics

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Trees

There are 2 main trees on site – T1 (Monterey Cypress) and T2 (Cypress). The original proposals sought to removal both of these trees however, there was concern over the loss of T1 which is considered to have high amenity value. The tree was further assessed by the council's tree officer, who agreed, and a TPO was placed on it. This necessitated the reorganisation of a number of the parking spaces which had been positioned beneath the canopy. These were relocated to the rear of the site.

In addition, porous paving along with planting, will be placed beneath the tree and special foundations are required where the building's footprint falls within the tree's RPA. Conditions 4-7 cover this. In addition, the tree officer has requested a condition requiring details of the storage of spoil and any chemicals associated with the construction process. This is covered in condition 3 (construction management plan). Tree T2 is still to be removed.

Landscaping

Details of hard and soft landscaping, including parking layout, will be required by condition 10 and condition 11 controls the implementation of these works.

Tourism and Economy

The council works to highlight businesses that support sustainable consumer behaviour. The success of accommodation providers outside the main city often relies on the accommodation being a destination in itself with a unique offer. It is recommended that the business works with WCC's tourism team so that promotion of the accommodation can be supported.

Notwithstanding the above, the Dove already offers tourist accommodation and the addition of 5 letting rooms, as well as the general improvement in the layout of the wider site and its proximity to the station, is considered to be a positive development.

Condition 14 restricts the units to tourist accommodation and prevents a residential use.

The proposal would therefore comply with MTRA3 and CP8 of the LPP1.

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.

Planning Balance and Conclusion

The proposal for 5 new units of tourist accommodation at the Dove is considered to be acceptable in terms of its location within the existing pub site which is supported by policies MTRA1 and MTRA3 of the LPP1. The supporting infrastructure, including the increase in parking spaces and associated bike/motorbike storage, is considered to be appropriate and proportionate to the scale of the development, as stated within policies DM16 and DM18 of the LPP2. In order to avoid exacerbating the problems with the

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existing drainage system on Brunel Close, a new, bespoke package treatment plant will be installed on-site in accordance with DM17 of the LPP2.

The heritage issues relating to the building to be demolished have been fully explored and sound justification has been made for its demolition and the construction of a replacement building to similar specifications. This accords with policy DM29 of the LPP2, as well as S.66 P(LBCA) Act 1990 and NPPF Section 16.

Improvements will be made for energy efficient construction as stated in CP11 of the LPP1 and biodiversity and protected bat species as required by policy CP16 of the LPP1.

In conclusion, the proposal is considered to be acceptable and to comply with relevant local and national planning policy.

Recommendation

Application Permitted, subject to the following conditions:

Conditions

Time Limit.

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).

Approved Plans.

2. The development hereby approved shall be constructed in accordance with the following plans:

Location Plan Dwg No 99 received 16.03.2021

Existing Site Plan Dwg No 103 received 16.03.2021

Proposed Site Plan Dwg No 105 B received 29.07.2022

Proposed Plans and Elevations Dwg No 104 A received 23.02.2024

Tree Survey and Tree Protection Plan Dwg No 5950-7-22 received 29.07.2022

Reason: In the interests of proper planning and for the avoidance of doubt.

Construction Management Plan.

3. No development shall take place until a Construction Management Plan (CMP) has been submitted to and approved by the Local Planning Authority, to include details of:

- i. construction traffic routes in the local area
- ii. parking and turning of operative, construction and visitor vehicles
- iii. deliveries, loading and unloading of plant and materials
- iv. storage of plant and materials
- v. programme of works (including any measures for traffic management)

Only the approved details shall be implemented during the construction period.

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Reason: To ensure that development should not prejudice highway safety nor cause inconvenience to other highway users or result in any other significant harm to the amenity of local residents, or to existing natural features.

Trees.

4. Protective measures, including fencing and ground protection, in accordance with the Tree Survey and Tree Protection Plan Dwg No 5950-7-22 dated 15.07.2022 and Revised Tree Survey Ref 5950-7-22/JC/IMP/07/22 by Mark Hinsley Arboricultural Consultants Ltd submitted to the Local Planning Authority shall be installed prior to any demolition, construction or groundwork commencing on the site.

Reason: To prevent inappropriate work being undertaken to protected trees.

5. 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 Tree Survey and Tree Protection Plan Dwg No 5950-7-22 dated 15.07.2022 and Revised Tree Survey Ref 5950-7-22/JC/IMP/07/22 by Mark Hinsley Arboricultural Consultants Ltd. Telephone 01962 848403.

Reason: To prevent inappropriate work being undertaken to protected trees.

6. The Arboricultural Officer shall be informed prior to the commencement of construction of special surfacing under tree canopies and low impact foundations, so that a pre commencement site visit can be carried out. Telephone 01962 848403

Reason: To prevent inappropriate work being undertaken to protected trees.

7. No arboricultural works shall be carried out to trees other than those specified and in accordance with the Tree Survey and Tree Protection Plan Dwg No 5950-7-22 dated 15.07.2022 and Revised Tree Survey Ref 5950-7-22/JC/IMP/07/22 by Mark Hinsley Arboricultural Consultants Ltd.

Reason: To prevent inappropriate work being undertaken to protected trees.

Ecology.

8. Development shall proceed in accordance with the measures detailed within Section 6. 'Bat Mitigation Plan' of the Bat Survey Report Phase 1 & 2 by Plan Ecology Ltd (May and June 2020), unless varied by a European Protected Species (EPS) license or a Bat Mitigation Class Licence (BMCL) issued by Natural England.

Thereafter, the replacement bat roost features and enhancements shall be permanently maintained and retained in accordance with the approved details.

Reason: To ensure the favourable conservation status of bats.

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9. A minimum of 2 swallow nests and 2 swift nests shall be incorporated into the design of the new Coach House.

Reason: To compensate for loss of existing roost sites and enhance biodiversity.

Landscaping.

10. No development shall take place other than the demolition of the existing building, until full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include:

- All boundary treatment;
- Hard surfacing materials;
- Existing and proposed finished levels or contours;

Soft landscaping works shall include:

- Planting plans (for new trees, hedges and other planting);
- Written specifications (including cultivation and other operations associated with plant and grass establishment);
- Schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate;
- Implementation programme.

Reason: To ensure the provision, establishment and maintenance of a reasonable standard of landscape in accordance with the approved designs.

11. All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out before the use hereby permitted is commenced and prior to the completion of the development 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 ensure the provision, establishment and maintenance of a reasonable standard of landscape in accordance with the approved designs.

Energy and Water.

12. Prior to the commencement of the development hereby permitted, detailed information demonstrating that the development will achieve a dwelling emission rate (DER) at least 19% lower than the 2013 Part L Target Emission Rate (TER) (Equivalent of Code for Sustainable Homes Level 4 for Energy) and no more than 105 Litres per person per day predicted internal water use (110 Litres per person per day total) (Equivalent of Code for Sustainable Homes Level 3 / 4) in the form of a 'design stage' Standard Assessment Procedure (SAP) calculation and a water efficiency calculator shall be submitted to and approved in writing by the Local Planning Authority.

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Reason: To ensure a sustainable form of development consistent with the objectives of The National Planning Policy Framework 2019 and to accord with the requirement of Policy CP11 of the Winchester District Local Plan Part 1 - Joint Core Strategy.

13. Prior to the occupation of the dwelling hereby permitted detailed information (in the form of SAP "as built" stage data and a BRE water calculator) demonstrating that all homes meet the Equivalent of Code for Sustainable Homes Level 4 for Energy and Equivalent of Code for Sustainable Homes Level 3 / 4 for water, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be occupied in accordance with these findings.

Reason: To ensure a sustainable form of development consistent with the objectives of The National Planning Policy Framework 2019 and to accord with the requirement of Policy CP11 of the Winchester District Local Plan Part 1 - Joint Core Strategy.

Restriction to tourist use.

14. The proposed accommodation shall not be used other than for holiday purposes and shall not be used for any individual's main or sole residential dwelling. The holiday accommodation shall not be occupied for a period exceeding 4 weeks for any single letting, shall not be occupied for more than 5 times per year by the same occupier, and there shall be no return within 4 weeks by the same occupier. A register of all occupiers, detailing dates, names and usual addresses, shall be maintained by the owner and shall be kept up to date and available for inspection at all reasonable hours by officers of the Council.

Reason: To ensure that the accommodation is only used as holiday / tourist accommodation in accordance with MTRA4.

Drainage.

15. Detailed proposals for the disposal of foul and surface water shall be submitted to and approved in writing by the Local Planning Authority before the commencement of the development hereby permitted. The approved details shall be fully implemented before occupation of the development hereby permitted.

Reason: To ensure satisfactory provision of foul and surface water drainage.

16 The development hereby permitted shall NOT BE OCCUPIED until:

a) A water efficiency calculation which demonstrates that no more than 110 litres of water per person per day shall be consumed within the development, and this calculation has been submitted to and approved in writing by the Local Planning Authority

b) A mitigation package addressing the additional nutrient input arising from the development has been submitted to, and approved in writing by the Local Planning Authority. Such mitigation package shall address all of the additional nutrient load imposed on protected European sites by the development and be implemented in full prior to first occupation and shall allow the Local Planning Authority to ascertain on the basis of the best available scientific evidence that such additional nutrient loading will not have an adverse effect on the integrity of the protected European Sites, having regard to the conservation objectives for those sites; and

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c) All measures forming part of that mitigation have been secured and submitted to the Local Planning Authority.

Reason: To accord with the Conservation of Habitats and Species Regulations 2017, and Policy CP11, CP16 and CP21 of the Winchester District Local Plan Part 1.

Informatives:

1. In accordance with paragraph 38 of the NPPF (2021), 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 a site meeting was carried out with the applicant.
2. The Local Planning Authority has taken account of the following development plan policies and proposals:-
Local Plan Part 1 - Joint Core Strategy: DS1, CP6, CP8, CP11, CP13, CP16, CP17, CP20, MTRA1, MTRA3
Local Plan Part 2 - Development Management and Site Allocations: DM1, DM15, DM16, DM17, DM18, DM19, DM24, DM29
Section 66 and Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.
NPPF Section 16
3. This permission is granted for the following reasons:
The development is in accordance with the Policies and Proposals of the Development Plan set out above, 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.
4. All building works including demolition, construction and machinery or plant operation should only be carried out between the hours of 0800 and 1800 hrs Monday to Friday and 0800 and 1300 hrs Saturday and at no time on Sundays or recognised public holidays. Where allegations of noise from such works are substantiated by the Environmental Protection Team, a Notice limiting the hours of operation under The Control of Pollution Act 1974 may be served.
5. Please be respectful to your neighbours and the environment when carrying out your development. Ensure that the site is well organised, clean and tidy and that facilities, stored materials, vehicles and plant are located to minimise disruption. Please consider the impact on your neighbours by informing them of the works and minimising air, light and noise pollution and minimising the impact of deliveries, parking and working on public or private roads. Any damage to these areas should be remediated as soon as is practically possible.
For further advice, please refer to the Construction Code of Practice
<http://www.ccscheme.org.uk/index.php/ccs-ltd/what-is-the-ccs/code-of-considerate-practice>

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