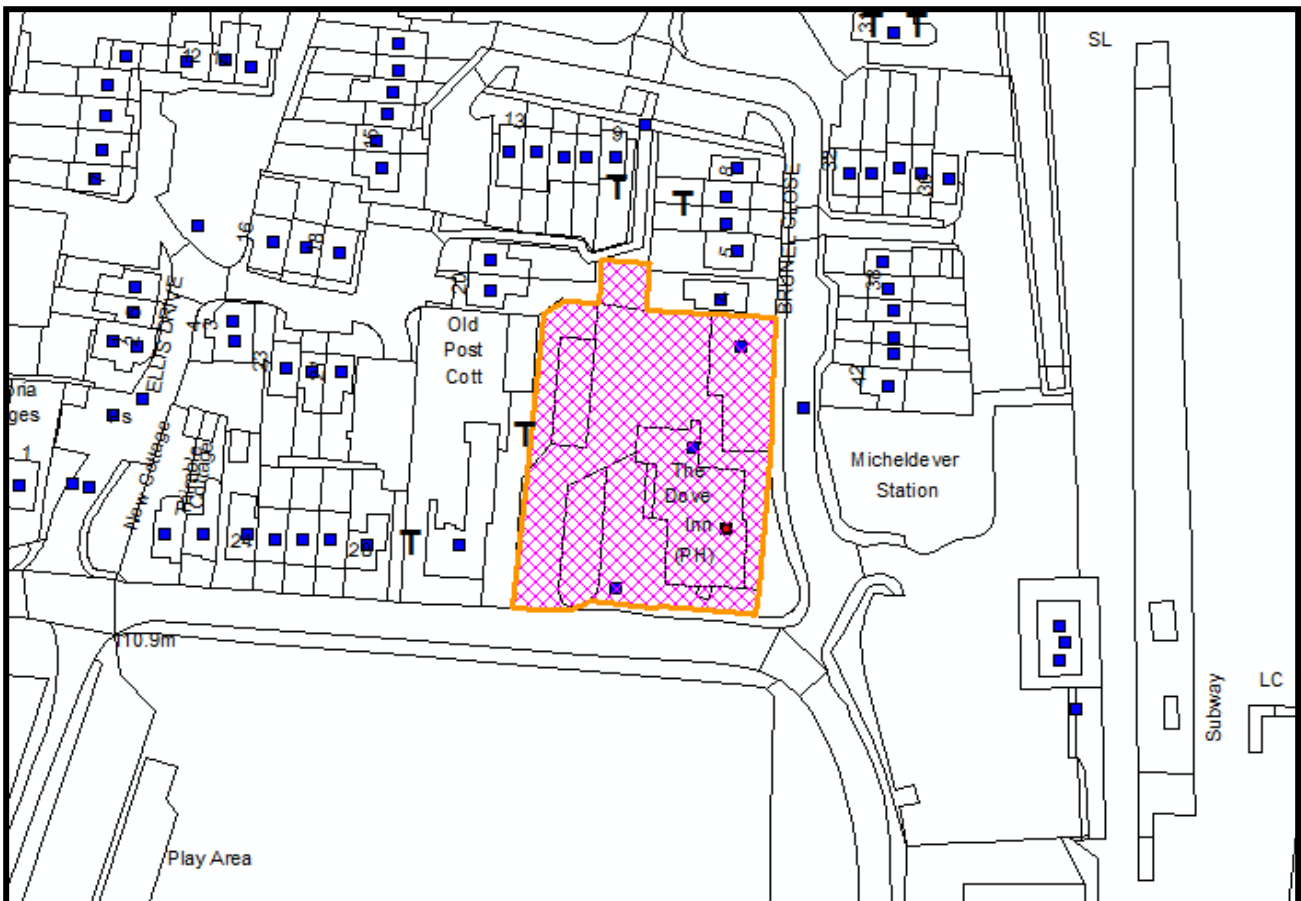


WINCHESTER CITY COUNCIL  
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**Case No:** 21/00738/LIS  
**Proposal Description:** Demolition and recreation of Coach House to form five letting bedrooms including reconfigured parking layout, outside seating areas and associated landscaping. (REVISED 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: 21/00738/LIS](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 it is acceptable in terms of its impact on the setting and historic interest of the listed building and in accordance with policies CP20 of LPP1 and DM29 of 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 full planning application - 21/00737/FUL.

**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 5no 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 Built Environment (Historic Environment)

Comment. Justification has been presented which supports the demolition of curtilage-listed building. Details of materials and detailing to be conditioned. Concern with the number of parking spaces at the front of the site and would like to make sure the pub street sign isn't removed.

**Representations:**

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6 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;

**Relevant Government Planning Policy and Guidance**

National Planning Policy Framework

2. Achieving sustainable development

4. Decision-making

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

- Consultation and pre-decision matters
- Design: process and tools
- Determining a planning application
- Fees for planning applications
- Flood risk and coastal change
- Historic environment
- Renewable and low carbon energy
- Tree Preservation Orders and trees in conservation areas
- Use of planning conditions

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

MTRA3 – Other Settlements in the Market Towns and Rural Area

CP20 – Heritage and Landscape Character

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

DM15 – Local Distinctiveness

DM16 – Site Design Criteria

DM17 – Site Development Principles

DM18 – Access and Parking

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

Historic England Guidance

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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**

### **Principle of development**

The proposed development affects a statutory listed building and curtilage-listed building, including their setting.

The planning merits of this proposal are assessed in the concurrent planning application - 21/00737/FUL.

In terms of this listed building application, the key issues are 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.

The proposals are considered to accord with these policies and legislation and are therefore acceptable in principle. The detailed assessment of the impact of the development on the listed building and its setting is set out below.

### **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”.

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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.

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-19<sup>th</sup> 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 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 1<sup>st</sup> edition OS 25-inch map. By the time of the 1896 2<sup>nd</sup> 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

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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.

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 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

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of the existing building. Conditions 3 and 4 will require detailed design and material specifications to be submitted.

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.

This accords with Section 16 para 205 of the NPPF (2021), S.66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and Policy CP20 of WDLPP1 and DM29 of WDLPP2 and the historic environment section of the Planning Practice Guidance.

#### **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 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. The associated development, including parking and hard and soft landscaping, are also considered to be acceptable with regards to their impact upon the heritage asset.

This accords with policies CP20 of the LPP1 and DM29 of the LPP2, as well as S.66 P(LBCA) Act 1990 and NPPF Section 16.

#### **Recommendation**

Application Permitted, subject to the following conditions:

#### **Conditions**

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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.

Materials and detailing.

3. No development beyond the installation of foundations 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 and to the setting of the listed pub.

4. No works shall commence on windows and doors hereby approved until full joinery details, at a scale of 1:5, including section/profile details where necessary and all types of finishes, have been submitted to and approved in writing by the Local Planning Authority. The submitted details must be referenced against the approved plans and must show the relationship with surrounding fabric. The works shall then proceed in strict accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: To preserve the character and appearance of the setting of the listed building in accordance with policies DM29 of the Winchester District Local Plan Part 2 Adopted 2017 and Policy CP20 of the Winchester District Joint Core Strategy and NPPF Section 16.

**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,

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- 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: CP20, MTRA1, MTRA3

Local Plan Part 2 - Development Management and Site Allocations: DM15, DM16, DM17, DM29

Section 66 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.