

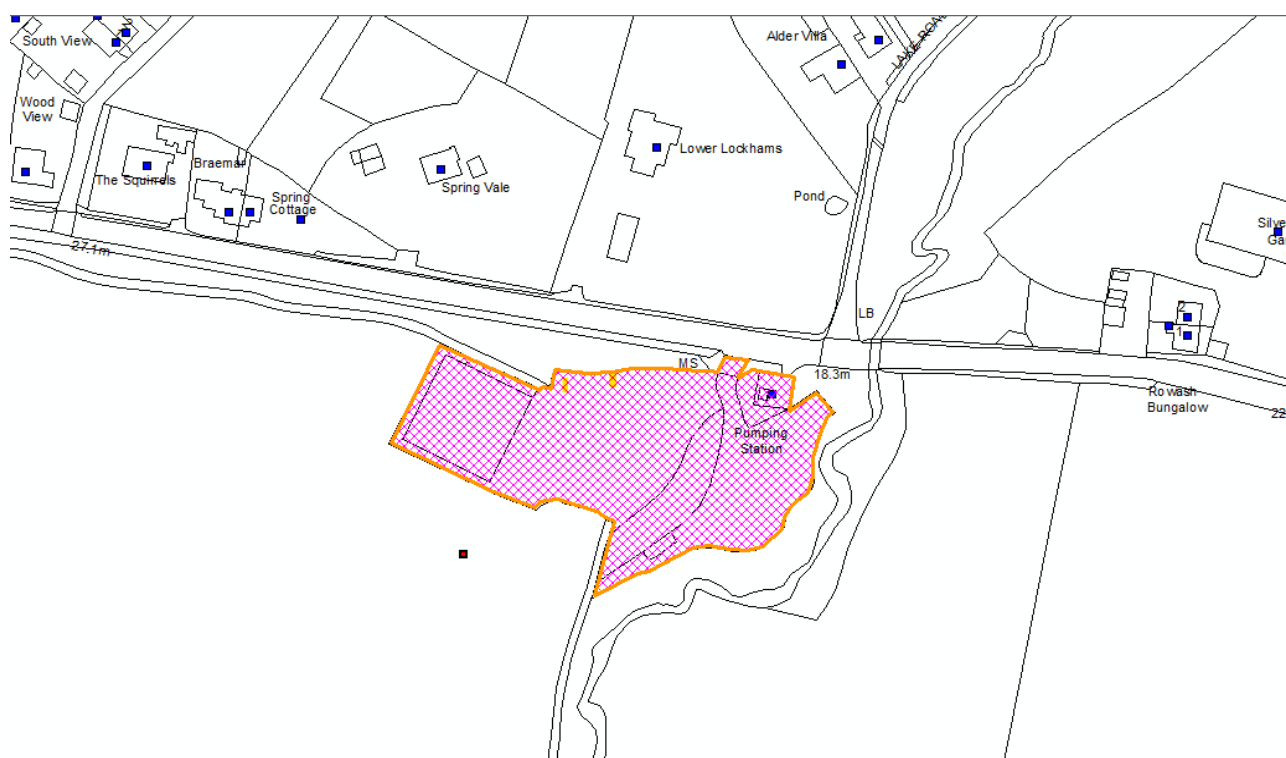
WINCHESTER CITY COUNCIL
PLANNING COMMITTEE

Case No: 25/00472/FUL
Proposal Description: Temporary use of the hardstanding for parking for a period of 3 years.
Address: Land South of Kitnocks Hill, Curdridge, Hampshire
Parish, or Ward if within Winchester City: Curdridge Parish Council
Applicants Name: Mr Allen Prebble
Case Officer: Ethan Townsend
Date Valid: 07 March 2025
Recommendation: Permit
Pre Application Advice No

Link to Planning Documents

[Link to page – enter in reference number 25/00472/FUL](https://planningapps.winchester.gov.uk/online-applications/search.do?action=simple)

<https://planningapps.winchester.gov.uk/online-applications/search.do?action=simple>



Reasons for Recommendation

The proposal would facilitate and support the vitality of an existing major rural commercial enterprise, the principle of which is acceptable when weighed against any harm. Notwithstanding that the proposal does not strictly comply with the requirements of Policy MTRA4 of the LPP1, when taking into account all the policies of the Development Plan, as set out within this report, and other material planning considerations, including the temporary

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nature of the proposal, the scheme is considered to be acceptable. The proposal would not result in any significant harm to the character of the area, neighbouring residential amenity, or the ecological, drainage and highway networks. It is therefore in accordance with policies CP16 and CP17 of the LPP1, DM15, DM16, DM17, and DM18 of the LPP2.

General Comments

Curdrige Parish Council has requested for the application to be determined by Planning Committee, based upon material planning considerations is shown in Appendix 1.

Amendments to Plans Negotiated

None

Site Description

The application site forms part of Kitnocks Farm, which is located on the southern side of A334, close to the junction of Kitnocks Hill and Lake Road. The site is situated within a valley with the land rising steeply to the east and west. The application site comprises an agricultural barn with associated hardstanding. The site is accessed via a gated bellmouth junction set back within a lay-by situated off the A334. The site is surrounded by agricultural fields to the east, south and west. There are residential properties located to the north of the site. To the northeast of the site lies Silverlake Motor Salvage Garage (circa 180 metres of the site's access). There is extensive tree screening to Kitnocks Hill and adjacent to Shawford Lakes.

Proposal

The application seeks temporary planning permission for the existing hardstanding on site to be used as parking for the staff of Silverlake Garage (Motor Salvage) staff. The hardstanding has been used for parking since 2018, and this application seeks to regularise the existing arrangement for a temporary period of 3 years. The parking plan identifies that the hardstanding can accommodate up to 40 vehicles. The existing vehicular access is to be retained and used.

Relevant Planning History

- 24/00731/FUL - Erection of agricultural barn and associated hardstanding (Amended Plan) – Permitted 15/01/2025
- 08/02031/FUL - Erection of barn for agricultural storage (RESUBMISSION) – Permitted 17/10/2008
- 08/00963/FUL - Erection of an agricultural barn for storing fertilizer, hay and machinery – Refused 16/06/2008

Consultations

Service Lead – Sustainability and Natural Environment (Ecology) – Recommend Conditions

- If the existing hardstanding being used and no habitat lost, then a PEA is not required.

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- Recommend conditions on lighting and ecological enhancements in accordance with CP16.

Service Lead – Public Protection (Environmental Health) – No objection

- No objections in relation to contaminated land.
- Agricultural vehicles can lawfully use the site and are more prone to leak and could be serviced within the barn.
- The permission is temporary and very low risk of contamination.

Hampshire County Council (Highway Authority) – No objection subject to condition

- Satisfied that the proposal will not have a significant impact upon the highway.
- Recommend a condition requiring visibility splays to be kept free of obstacles at all times in the interests of highway safety.

Representations:

Shedfield Parish Council as the neighbouring parish objects to the application on the following grounds:

- Lack of policy justification and conflict with Policy MTRA4.
- Non-compliance with policy DM18.
- Conflict with policy DM10 as the use is ancillary to a non-agricultural business.
- Environmental harm to Great Crested Newts.
- Pollution risks from vehicular pollution and surface runoff – site is close to nearby watercourses (river).
- Conflict with condition 4 of permission 24/00731/FUL.
- Underestimated scale of impact due to Silverlake having 140 employees.

No other representations received.

Relevant Government Planning Policy and Guidance

National Planning Policy Framework (December 2023)

Section 2 – Achieving Sustainable Development

Section 6 – Building a Strong Competitive Economy

Section 9 – Promoting Sustainable Transport

Section 12 – Achieving Well Designed Places

Section 14 – Meeting the Challenge of Climate Change, Flooding and Coastal Change

Section 15 – Conserving and Enhancing the Natural Environment

National Planning Practice Guidance

Biodiversity Net Gain

Effective Use of Land

Natural Environment

Noise

Travels Plans, Transport Assessments and Statements

Use of planning conditions

Waste

Winchester Local Plan Part 1 – Joint Core Strategy (LPP1)

Policy DS1 – Development Strategy and Principles

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Policy MTRA4 - Development in the Countryside
Policy MTRA5 – Major Commercial and Educational Establishments in the Countryside
Policy CP13 – High Quality Design
Policy CP15 – Green Infrastructure
Policy CP16 – Biodiversity
Policy CP17 – Flooding, Flood Risk and the Water Environment
Policy CP19 – South Downs National Park
Policy CP20 – Heritage and Landscape Character

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

Policy DM1 – Location of New Development
Policy DM15 – Local Distinctiveness
Policy DM16 – Site Design Criteria.
Policy DM17 – Site Development Principles.
Policy DM18 – Access and Parking
Policy DM19 – Development and Pollution
Policy DM20 – Development and Noise
Policy DM23 – Rural Character
Policy DM24 – Special Trees, Important Hedgerows and Ancient Woodlands

Supplementary Planning Document

National Design Guide 2019
High Quality Places 2015
Air Quality Supplementary Planning Document 2021
Curdrige and Curbridge Village Design Statement 2002

Other relevant documents

Climate Emergency Declaration, Carbon Neutrality Action Plan 2020-2023.
Nature Emergency Declaration.
Statement of Community Involvement 2018 and 2020
Winchester District Local Plan 2020 – 2040 (Emerging)

Planning Considerations

Principle of development

Section 38 (6) of the Planning and Compulsory Purchase Act 2004 and paragraph 48 of the National Planning Policy Framework (NPPF, 2024) requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. Policy DS1 of the Winchester district Local Plan Part 1 (LPP1) is consistent with the NPPF which states in paragraph 11 that decisions should apply a presumption in favour of sustainable development and that for decision taking this means approving development proposals that accord with an up-to-date development plan without delay.

The Regulation 19 Local Plan has been agreed by Full Council and the examination is now in progress. Therefore, the emerging policies can be given appropriate and increasing weight in the assessment of development proposals in advance of Adoption.

The application site is not located within a settlement boundary and therefore is located within the countryside for the purposes of planning policy.

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Policy MTRA4 of the LPP1 restricts development within the countryside to that which has an operational need for a countryside location. This policy lists the type of development which is deemed acceptable in principle. This policy identifies that the expansion or redevelopment of existing buildings to facilitate the expansion on-site of established businesses or to meet an operational need, provided development is proportionate to the nature and scale of the site, its setting and countryside location.

The proposal seeks to provide parking associated with Silverlake Garage, located 180 metres to the northeast of the application site. The development would support the continued operation of this established countryside business, contributing to its functionality and efficiency. Whilst the proposal aligns with the broader objective of supporting rural enterprises, it does not strictly comply with Policy MTRA4 of the LPP1, which supports the expansion of businesses within their existing sites. As the application site is located on land separate from the main Silverlake Garage premises, it falls outside the scope of “on-site” expansion as defined by this policy. However, Policy CP8 of the LPP1 seeks to support economic development across the District, including new development, where appropriate.

Silverlake is a long-established commercial enterprise located within the countryside. It was founded in 1946 and is a strategically important waste management facility which contributes to the economic prosperity of the district. According to information supplied by the agent, the business currently employs approximately 140 members of staff. The proposal is directly associated with the ongoing operation of Silverlake. It seeks to provide temporary staff car parking during the interim period while awaiting the outcome of Hampshire County Council application 24/01862/HCS to expand the existing facility. Given its functional relationship with a major rural commercial enterprise, the proposal is considered to constitute development that facilitates the continued operation of a major commercial establishment. Accordingly, it is considered that the principle of development is supported by Policy 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

The application site prior to the car parking use, comprised an agricultural barn and associated hardstanding. The proposal does not involve the increase in hardstanding area; it seeks to use the hardstanding for the parking of vehicles for a temporary period. The application site is well screened from the road by virtue of the northern boundary trees, particularly in summer months. During summer months, the tree cover provides valuable screening for the site. During winter months, with reduced tree and shrubbery cover, glimpses of vehicles would be possible when travelling along the A334.

The site is situated within agricultural land in a countryside location whereby policy DM23 applies. Policy DM23 identifies that development within countryside locations will be permitted where they do not have an unacceptable effect on the rural character of the area, by means of visual intrusion, the introduction of incongruous features, the destruction of locally characteristic rural assets, or by impacts on the tranquillity of the environment.

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It is recognised that the visual impact of the parking of 40 vehicles on agricultural land is undesirable, and this would appear incongruous within the site's immediate context of surrounding agricultural fields. However, the planning practice guidance notes, 'Use of planning conditions', identifies that under section 72 of the Town and Country Planning Act local planning authorities can grant permission for a specified temporary period. The guidance then goes on to identify that temporary permission may be appropriate where it is expected that the planning circumstances will change in a particular way at the end of the period. This is the case for this application, whereby a limited period of three years is sought to provide interim parking for the staff of Silverlake Garage, until the HCC application 24/01862/HCS is determined. The planning practice guidance note sets out that it is rarely justifiable to grant a second temporary permission and there is no presumption that a temporary grant of permission will then be granted permanently.

The use of car parking would have a noise impact by virtue of the entering/exit of vehicles on the tranquillity of the rural area. The site is located in close proximity to an A road, where sounds of vehicular movements is expected. Given that the car park is for staff parking (where movements are anticipated to be twice a day – at the start and end of the workday) the noise and impact on tranquillity is not considered to be adversely harmful.

With regards to landscape impact, it is considered reasonable and necessary in this rural location to restrict the use of any external lighting on the site. The hardstanding is existing, and the car parking plans do not show any other associated infrastructure which could have the potential to become more prominent with the landscape.

There is a public right of way circa 100 metres to the east of the site. The footpath runs from the A334 to the southwest towards an area of woodland known as Silford Copse. Due to the presence of dense tree cover on the eastern boundary of the site and the temporary nature of this proposal, it is not anticipated that the proposal would result in harmful impact upon the enjoyment of this public right of way.

Overall, whilst the visual/landscape impact and impact upon tranquillity is undesirable in the short-term, given the temporary nature of the proposed use and the fact that no operational development is proposed (i.e. new hardstanding), the level of permanent harm on the landscape and rural character would be negligible. Therefore, the proposal is deemed acceptable with regards to the landscape and character impact in accordance with Policies DM15, DM16 and DM23 of the LPP2.

Development affecting the South Downs National Park

The application site is located 3.5 km 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 2023. The Circular and NPPF confirm that National Parks have the highest status of protection, and the NPPF states at paragraph 182 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.

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Due to the distance and intervening features, an adverse impact on the National Park and its statutory purposes is not identified.

In conclusion therefore 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

No Impact, the works do not affect a statutory Listed building or structure including setting; Conservation Areas, Archaeology or Non-designated Heritage Assets including setting.

Neighbouring amenity

Policy DM17 of the LPP2 sets out key development principles, including the requirement that proposals must not result in an unacceptable adverse impact on adjoining land or the amenities of neighbouring properties.

Given the separation distance between the application site and neighbouring properties and considering the nature of the proposed development, the proposal would not give rise to any harmful overlooking, overbearing or overshadowing impacts.

The site is surrounded by neighbouring properties to the north including Lower Lockhams, Spring Vale, Alder Villa, Cottage, Braemer, The Squirrels and other residential properties along Lake Road and Hillside. While the use of the site for staff car parking will generate some vehicle movements (and associated noise), these are expected to be limited in frequency—typically two movements per vehicle per day—and confined to standard working hours. As such, the level of activity and noise generation is not considered excessive.

Furthermore, the site is situated adjacent to a classified A road, where existing traffic already contributes to the ambient noise environment. In this context, the additional noise generated by staff vehicles entering and egressing the site is not considered to result in a materially adverse impact on residential amenity.

As such, the proposed use is not considered to result unacceptable adverse harm to neighbouring amenity. Therefore, the proposal would comply with policy DM17 of the LPP2.

Sustainable Transport

Policy DM18 seeks to ensure that appropriate provision is made for parking and access. The application seeks temporary consent for the parking of 40 vehicles for staff working at Silverlake Garage. The site is located off the A334, a single carriageway road which is subject to a 50-mph speed limit and supports two-way vehicular movements. Kitnocks Farm currently gains access via a gated bellmouth junction set back within a lay-by area from the A334 road. This was approved under application 08/02031/FUL, and the access would remain as existing.

A Transport Note by Paul Basham Associates accompanies the application. An Automatic Traffic Counter 'ATC' survey has been submitted with the TN and identifies that the vehicle speeds along the A334 are 46.9mph eastbound in the primary direction and 46.4mph westbound in the secondary direction. Appendix C of the Technical Note (TN) shows
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visibility splays of 4.5m x 132m in the primary direction and 4.5m x 129m in the secondary direction are achievable at the site access. Within the transport note, the photographs of survey locations show that they were taken east and west of Silverlake Garage.

The Highway Authority have stated that the data provided is acceptable and they are satisfied that adequate visibility splays for the recorded speeds can be achieved. However, as there is no measurement to the west of the access to the site, then the design speed of 50mph should be used. This requires a 4.5m x 147m visibility splay which, as not shown on the diagrams within Appendix C of the TN, should be secured via planning condition.

Collision data has been provided and there is no evidence of collisions occurring at the site access, and the Highway Authority is satisfied that the collision data has not identified any patterns that are likely to be exacerbated by this application. As such, subject to a planning condition, the access and visibility splays are considered to be acceptable, in accordance with policy DM18 iii.

The site is located within the countryside location, where there is an increased reliance upon cars. Whilst promoting more sustainable modes of transport would be encouraged and endorsed by policy DM18, given that the proposal is for temporary use and its rural location, it is not considered reasonable to object to fact it promotes non-sustainable forms of transport.

With regards to parking, 40 parking spaces are to be provided on site. The parking layout shows that vehicles will have sufficient turning space within the site. Similarly, the layout ensures that the agricultural use of the barn and surrounding fields would not be hindered. The proposal would alleviate the potential for parking inconsiderately on the highway verge or inappropriately in the surrounding area. The parking provision is considered acceptable. A condition will be attached restricting the number of parked vehicles to 40, to ensure that the parking use is controlled.

Paragraph 116 of the NPPF (2024) sets out that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios. Hampshire County Council as the statutory consultee on highway matters, have no objection to the proposed use as it is not considered that the proposal will have a significant impact on the highway. It is therefore concluded that there are no highway reasons to refuse the application, and it is also considered to comply with policy DM18 of LPP2.

Ecology and Biodiversity

The proposal will have no impact as it is not development within, bordering or in close proximity to a Nationally Protected Site (i.e. River Itchen SAC, The Solent SAC, SPAs, Ramsar Sites) or is not overnight accommodation affecting Nitrates.

Due to the nature of the development and the distance between the application site and the Nationally Protected Site of the Solent SAC and SPA and the River Itchen SAC, an Appropriate Assessment under the Conservation of Habitats & Species (Amendment) Regulations 2011 is not required.

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Biodiversity net gain is required under the statutory framework introduced by Schedule 7A of the Town and Country Planning Act 1990 (inserted by the Environment Act 2021). As such, planning applications (unless exempt) received on or after 2 April 2024, are required to provide a 10% Biodiversity Net Gain. Based on the information available, one of the statutory exemptions set out under The Biodiversity Gain Requirements (Exemptions) Regulations 2024 applies. Section 4 of this regulation sets out that de minimis development is exempt, which is defined as a development proposal that impacts less than 25 square metres of onsite habitat that has a biodiversity value greater than zero. The proposed development would involve change of use of the site and utilise the existing hardstanding and therefore there is no impact upon habitats. As such, it would comply with the de minimis exemption.

The application site lies within a red impact risk zone for great crested newts, a European protected species and a material consideration in the determination of planning applications. When planning permission was previously granted for the barn and associated hardstanding under application 24/00731/FUL, the applicant engaged with the District Licensing Scheme and the development must be implemented in accordance with the NatureSpace licence, ensuring that any potential impacts on great crested newts were appropriately mitigated. This was required because the development (barn and hardstanding) impacted potential GCN habitats (grassland).

In this proposal, the development would be confined to existing areas of hardstanding and would not encroach upon any habitat typically suitable for great crested newts such as rough grassland, meadows, woodland, or log piles. It is not considered that the development would pose a risk to this species.

The Council's Ecologist has been consulted and has confirmed that, provided the development does not result in the loss or degradation of suitable habitat, a Preliminary Ecological Appraisal (PEA) is not required. Since the proposal involves only the use of existing hardstanding for vehicle parking, there is no impact on suitable habitat. Notwithstanding the above, an informative has been added to remind the applicant of their responsibility should a great crested newt be found on site.

Policy CP16 of the LPP1 requires development to incorporate measures that enhance biodiversity. To ensure compliance with this policy, a planning condition will be imposed requiring the submission of biodiversity enhancement measures within a specified timeframe following the grant of permission. Subject to this condition, the proposal is considered to comply with the requirements of Policy CP16 of the LPP1.

Sustainable Drainage

There is a stream located to the east of the site, known as 'Shawford's Lake'. This watercourse is not designated as a statutory main river. The eastern portion of the site, which is not proposed to be used for parking, lies within Flood Zones 2 and 3. In contrast, the site's access site and the area of car parking is located within Flood Zone 1, an area with the lowest probability of flooding, specifically less than a 0.1% annual chance of river or sea flooding.

The proposal comprises the use of an existing area of hardstanding. As such, it avoids any new surface development, thereby minimizing potential drainage concerns. The existing

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hardstanding comprises compacted stone, a permeable material that allows rainfall to infiltrate into the ground.

From a drainage perspective, the proposal is considered acceptable and would comply with Policy CP17 of the Local Plan Part 2 (LPP2).

Trees

Policy DM24 of the LPP2 allows development which does not result in the loss or deterioration of ancient woodlands, important hedgerows, special trees, ground flora and the space required to support them in the long term.

Trees line the roadside boundary of the site and the eastern boundary of the site. The proposal does not involve any new hardstanding, and no new operational development is proposed. It is not considered that there will be an adverse impact on the trees during the temporary use of this site. The proposal will therefore comply with policy DM24.

Other Matters

Compliance with condition 4 of permission 24/00731/FUL

Condition 4 of application 24/00731/FUL for the erection of agricultural barn states the following: *"The agricultural barn hereby permitted shall only be used for the storage of machinery and other agricultural storage purposes related to the site, and shall not, at any time, be used for the storage of anything outside of the agricultural business use"*.

Concerns have been raised that the proposed development would conflict with this condition. However, upon reviewing the condition, it is clear that the condition relates solely to the agricultural barn, rather than the associated hardstanding. The proposed plans identify that only the hardstanding will be used for parking, with no indication that the barn would be used. The parking will be conditioned to be in accordance with the parking plan, and as such, no staff parking is permitted within the barn. The parking plan identifies that the barn can still be accessed, and vehicles can still manoeuvre around the site, and therefore, the wider site and barn are still capable of fulfilling their agricultural function.

Emissions and potential pollution

Policy DM19 of the Winchester District Local Plan Part 2 (LPP2) addresses the need to prevent development from causing unacceptable levels of pollution that could adversely affect human health, biodiversity, or the environment. It covers a range of pollution types, including air, water, noise, light, and land contamination.

Concerns have been raised regarding potential pollution from vehicle emissions and the risk of contaminated runoff affecting nearby watercourses. This has been discussed with the Council's Environmental Health team who have raised no concerns regarding the potential for pollution from vehicles. They have noted that agricultural vehicles which could legally use the land would be more prone to be a source of contamination.

Furthermore, the layout provides ample manoeuvring space within the site, and the site is not expected to experience congestion or queuing—conditions typically associated with elevated vehicle emissions. As the proposal is for staff parking, vehicles will generally arrive

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and remain stationary throughout the working day, resulting in low turnover and a minimal risk of fuel or oil leakage.

The use of a compacted stone surface offers environmental benefits by allowing for natural infiltration of rainwater. This permeable surface helps to filter out potential pollutants such as hydrocarbons, reducing the risk of contaminated runoff entering local drainage systems or watercourses.

In light of the above, it is not considered that the proposal would result in harmful levels of pollution and therefore the proposal would comply with policy DM19 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.

Planning Balance and Conclusion

The proposal aligns with paragraph 88 of the NPPF (2024), which supports the sustainable growth and expansion of rural businesses.

The principle of development is considered to comply with Policy CP8 and when taking into account all the policies of the Development Plan, and other material considerations, including the temporary nature of the proposal, the scheme is considered, on balance, to be acceptable. The proposal would result in some visual harm to rural character; however, this harm is considered acceptable on the basis that the proposal is strictly limited to a three-year period. Subject to appropriate conditions, the proposed use will be managed in a way that would not cause harm to the highway network. Due to the sensitivity of the site, in respect of the rural setting and landscape, the proposal would be unlikely to be acceptable on a permanent basis where the harm would likely outweigh the benefits.

Recommendation

Approve subject to the following condition(s):

Conditions

Time/Temporary Consent

- 1. The use hereby permitted shall be for a limited period being the period of three from the date of this decision. After three years from the date of the granting of this permission, the use hereby approved shall permanently cease.*

Reason: For the avoidance of doubt and in accordance with the National Planning Policy Framework and Policies

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Plans

2. *The development hereby permitted shall be carried out in accordance with the following approved plans:*

- *Car Parking Plan, drawing no 1001, revision D.*

Reason: To ensure that the development is carried out in accordance with the provisions of the Development Plan.

Controls on Use

3. *No more than 40 vehicles are permitted to park onsite. Vehicles shall be parked within the allocated bays set out within the Car Parking Plan (drawing no 1001, revision D).*

Reason: To ensure that the development would not have a harmful impact upon amenity.

Other conditions

4. *Details of any external lighting of the site shall be submitted to and approved in writing by the Local Planning Authority prior to its installation. This information shall include a layout plan with beam orientation and a schedule of equipment in the design (luminaire type, mounting height, aiming angles and luminaire profiles) and hours of operation. The lighting shall be installed, maintained and operated in accordance with the approved details unless the Local Planning Authority gives its written consent to the variation.*

Reason: To protect the landscape character of the area and to limit light pollution from the site.

5. *Visibility splays measuring 4.5m x 132m eastbound and 4.5m x 147m westbound at the junction of the site access with the public highway shall be kept free of obstacles at all times.*

Reason: In the interests of highway safety.

6. *A Biodiversity Enhancement Plan shall be submitted to the Local Planning Authority within two months of the date of this decision. The approved biodiversity enhancements shall be sited within three months of the date of this decision and retained during the duration of this temporary consent.*

Reason: To ensure biodiversity enhancement in accordance with Policy CP16.

Informatives:

In accordance with paragraph 39 of the NPPF (December 2024), 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.

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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.

Based on the information available this permission is considered to be one which will not require the approval of a biodiversity gain plan before development is begun because one or more of the statutory exemptions or transitional arrangements (as set out in paragraph 17 of Schedule 7A of the Town and Country Planning Act 1990 and the Biodiversity Gain Requirements (Exemptions) Regulations 2024) are considered to apply as follows:

- The Development meets the de minimis exemption.

The applicant is reminded that, under the Conservation of Habitats and Species Regulations 2017 (as amended) and the Wildlife and Countryside Act 1981 (as amended), it is an offence to (amongst other things): deliberately capture, disturb, injure, or kill great crested newts; damage or destroy a breeding or resting place; intentionally or recklessly obstruct access to a resting or sheltering place. Planning permission for a development does not provide a defence against prosecution under this legislation. Should great crested newts be found at any stage of the development works, then all works should cease, and a professional and/or suitably qualified and experienced ecologist (or Natural England) should be contacted for advice on any special precautions before continuing, including the need for a licence.

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Appendix 1

From:	Curdridge Parish Council
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Proposal	Temporary use of hardstanding for parking for a period of 3 years
Location	Land south of Kitnocks Hill Curdridge

Objection as follows:

1. The Applicant offers no planning policy for the change of use and therefore there is no basis to support this application.
2. The proposal is not in accordance with WCC Local Plan Part 1, specifically Policy MTRA4 (Development in the Countryside): This policy permits development proposals that have an operational need for a countryside location, such as those related to agriculture, forestry, or outdoor recreation. Any proposed change of use must not cause harm to the character and landscape of the area or neighbouring uses.
3. The proposal seeks to secure permission for parking but the Applicant has not demonstrated that such proposals comply with DM18 of Local Plan Part 2, including, but not limited to:
 - a. Parking Standards
 - b. Access considerations
 - c. Sustainable parking, including alternative means of public transport and support for cycle parking
 - d. Design and layout

The Applicant has not demonstrated any evidence of the mitigation measures employed to reduce the reliance on staff car parking and therefore reduce the impact on this rural site.

4. The application is not in compliance with DM10 of Local Plan Part 2 – Essential facilities – the proposed use is ancillary to an automotive recycling business which is not an agricultural or business requiring a rural location. The business has failed to manage its growth and demand for non-sustainable forms of transportation. Such failures do not comply with requirements of DM10 of the Local Plan.
5. The proposals are insufficiently considered in respect of the likely environmental harm, which was assessed in 24/00731/FUL and note that the “the development falls within the red impact risk zone for great crested newts and has 3 ponds within 500 metres of the development proposal”. The Applicant has offered no mitigation measures as to the impact of the proposed car parking on the great crested newts.
6. The proposals are insufficiently considered in respect the environmental impact of vehicular pollution. Given the site’s permitted surface finish is compacted stone, there are no attempts to control the polluted site run-off from the vehicles and therefore the

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proposed use will give risk to pollution from vehicles and should be rejected under WCC policies DM17, DM19 and DM21 of Local Plan Part 2.

The site is adjacent to a river and there is no consideration by the Applicant of the impact of oil leaks and general vehicle pollution entering the watercourse.

7. Conflict with permission: 24/00731/FUL planning condition 4 which states:

“The agricultural barn hereby permitted shall only be used for the storage of machinery and other agricultural storage purposes related to the site, and shall not, at any time, be used for the storage of anything outside of the agricultural business use.

Reason: In the interests of the amenities of the locality.”

Therefore, given the reason for planning condition 4 of 24/00731/FUL any change of use away from agricultural use must be considered not in the interests of the amenities of the locality and rejected.

8. Drawing “Car Parking Plan” and the Planning Statement refer to the parking of 40 cars on the hardstanding. However the Applicant is currently parking significantly more than 40 cars on the site, utilising the full extent of the exiting hardstanding – which is not shown on the Car Parking Plan (refer to the difference in the drawings shown in the Car Parking Plan and the Planning statement).

The Applicant currently arranges for cars to park in the middle of the hardstanding and therefore the request for 40 cars underestimates the impact in terms of environmental harm, community impact and road safety.

This is further evidenced by the Planning Statement which notes that 140 staff work at Silverlake Automotive Recycling, however this application is for only 40 parking spaces and there is no evidence provided to demonstrate where the remaining 100 cars are being parked – indicating the likely over intensification of use.

The success of Silverlake Automotive Recycling and increases in staff parking requirements should not override planning policies and the need for sustainable transport management provisions and maintaining development within the agreed curtilage of the Silverlake site. This proposed application is not compliant with Winchester’s Planning Policies for development in the countryside and fails to consider the environmental consequences of intensified use by vehicles and the likely impact on the Great Crested Newts and river pollution from run-off. Officers should reject this application and enforce the existing use of the Applicant site as a hardstanding for ancillary use to an agricultural barn.

If the planning officers are minded to use delegated powers to permit the application, it is requested that it be heard by the Planning Committee