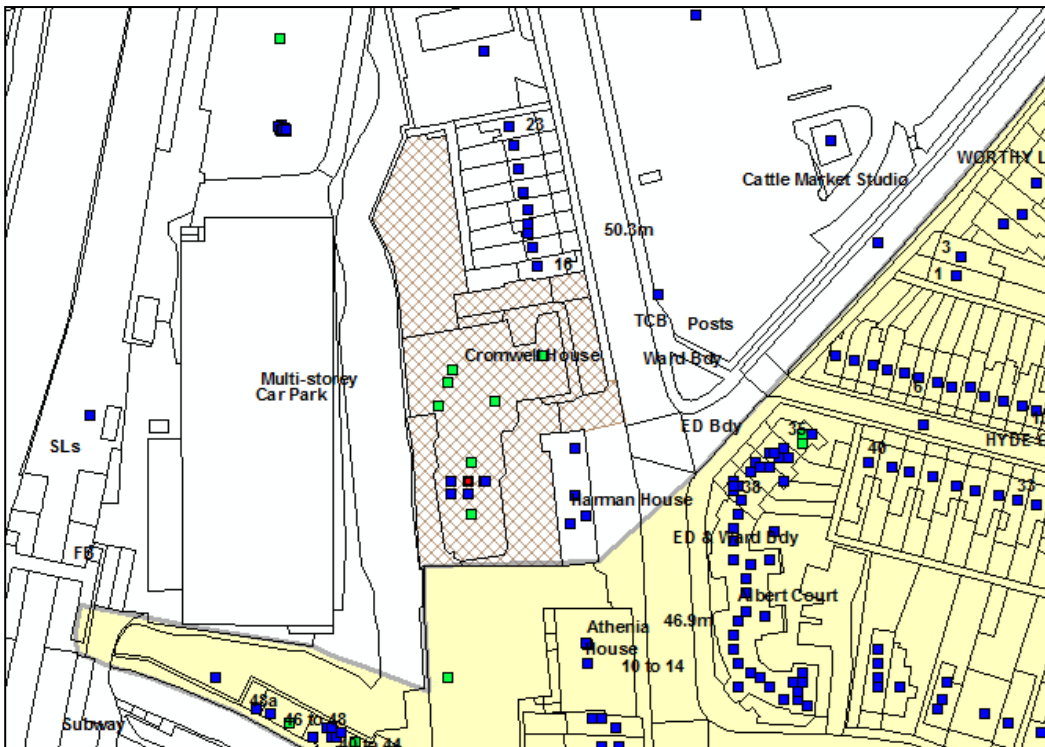


WINCHESTER CITY COUNCIL
PLANNING COMMITTEE

Case No: 19/00618/FUL
Proposal Description: Application Reference Number: 76/00179/OLD Date of Decision: 22/07/1976
Condition Number(s): 9.
Conditions(s) Removal:
(Amended Description) Removal of Condition that requires parking be made available for residents of 15-23a Andover Road
Address: Cromwell House 15 Andover Road Winchester Hampshire
Parish, or Ward if within Winchester City: St Paul
Applicants Name: Chris Hickey.
Case Officer: Rose Lister
Date Valid: 18 March 2019
Recommendation: Permit



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General Comments

7 letters from 6 households have been received contrary to the officer's recommendation.

Councillor Todd requested the application to be determined by Planning Committee, see Appendix 1

Site Description

Cromwell House is situated on the western side of Andover Road. Access to the site's car park is to the north of the building via a controlled entry gate. The access dips significantly before rising steeply to enter the car park. There is a steep bank to the west of the car park and a drop of approximately 4m to the east. There are residential properties to the east and a petrol station to the north.

Proposal

The proposal is to remove condition 9 of permission 76/00179/OLD that requires parking spaces be made available for neighbouring properties adjacent to the site.

Relevant Planning History

76/00178/OLD - Construction of office block and underground car park total approved 81 000 sqft following demolition of 10 dwellings – Withdrawn 21.09.1976

76/00179/OLD - Erection of office block to include small canteen and restroom. New office floor space 3766 sqm – Permitted 22.07.1976

77/00132/OLD - Change of use from residential to offices – permitted 04.11.1977

77/00133/OLD - Change of use to residential from offices – permitted 05.01.1977

Consultations

Engineers: Highways:

HCC highways raised no objection to the scheme.

Representations:

7 letters received from 6 households objecting to the application for the following reasons:

- Loss of parking to neighbouring properties
- Increased demand for parking in the local area.

Reasons aside not material to planning and therefore not addressed in this report

- Applicant charging 'unreasonable' rates for a permit.
- Application is for the profit of the applicant

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Relevant Planning Policy:

Winchester Local Plan Part 1 – Joint Core Strategy

DS1 – Development Strategy and Principles
CP10 – Transport

Winchester Local Plan Part 2 – Development Management and Site Allocations

DM1 – Location of New Development
DM18 – Access and Parking

National Planning Policy Guidance/Statements:
National Planning Policy Framework
Paragraphs 11, 55, 56, 109

Supplementary Planning Guidance
Residential Parking Standards SPD

Planning Considerations

Principle of development

The development is situated in the settlement boundary of Winchester, where the principle of development is acceptable, provided that the development is in accordance with the policies of the Development Plan and unless material planning reasons indicate otherwise.

Impact on character of area and neighbouring property

The application seeks to remove condition 9 of permission 76/00179/OLD. The condition reads:

“Eight car parking spaces shall be made available for use by the occupiers of the adjoining properties at 15-23a Andover Road.”

The reason is given as *“To make provision for parking accommodation for the adjoining properties.”*

It is not clear as to the background justification for the condition. Notwithstanding this the application is assessed in reference to the current Development Plan and representations made in respect of the existing parking arrangements.

The application site is centrally located within Winchester City Centre within easy walking distance from local amenities, and public transport. Concerns have been raised regarding the loss of residential parking resulting in a need for parking elsewhere in the locality. It is acknowledged that lifting the condition may result in a loss of residential parking to the adjoining properties however such potential loss of parking is not considered to result in any significant harm to the freeflow of traffic and safety of the highway. The neighbouring properties that would be impacted are a short distance from the town centre, local bus routes, local amenities and the train station.

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Policies CP10 and DM18 address parking and traffic. Both policies highlight that sustainable transport such as walking and cycling should be encouraged primarily, especially in sustainable locations such as Andover Road. The loss of the parking for the residents does not affect this aim. The spaces therefore would be absorbed into the business use of the site for Cromwell House within the red line boundary. It is however is not considered that a reason for refusal on the basis of providing unsustainable additional parking in Winchester can be substantiated given that the spaces have existed for a significant number of years already.

Of the original permission it is considered that condition 2 is still relevant therefore, it is recommended that this is retained.

Conclusion

The proposal accords with the development plan policies DS1, CP10, DM1 and DM18.

Recommendation

Approve subject to the following condition(s):

Conditions

1. The premises comprising not less than 14,000 sq. ft of floor space for use for car parking to be created by the said employment (being office premises by virtue of Section 73 of the Town and Country Planning Act 1971) shall be used for car parking and for no other purpose.

Reason: To comply with the requirements of the Office Development Permit originally and the Development Plan.

Informatives:

1. This permission is granted for the following reasons:
The development is in accordance with the Policies and Proposals of the Development Plan set out below, and other material considerations do not have sufficient weight to justify a refusal of the application. In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, planning permission should therefore be granted.
2. The Local Planning Authority has taken account of the following development plan policies and proposals:-
Local Plan Part 1 Joint Core Strategy: DS1, CP10,
Local Plan Part 2: DM1 and DM18
3. In accordance with paragraph 38 of the NPPF Winchester City Council (WCC) take a positive and proactive approach to development proposals focused on solutions. WCC work with applicants/agents in a positive and proactive manner by;
-offering a pre-application advice service and,
-updating applications/agents of any issues that may arise in the processing of their application and where possible suggesting solutions.

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Appendix 1

Comments for Planning Application 19/00618/FUL

Application Summary

Application Number: 19/00618/FUL

Address: Cromwell House 15 Andover Road Winchester Hampshire

Proposal: Application Reference Number: 76/00179/OLD Date of Decision:

22/07/1976|cr|Condition Number(s): 9.|cr|Conditions(s) Removal:|cr|The condition is unfairly onerous on the freeholder and is not appropriate in the context of the current planning framework and should be removed.|cr|n/a

Case Officer: Rose Lister

Customer Details

Name: Cllr Martin Tod

Address: 3 Weeke Manor House Loyd Lindsay Square Winchester

Comment Details

Commenter Type: District Councillor

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity
- Traffic or Highways

Comment: The application makes no serious case that this condition is onerous on the freeholder - but it will - without any question - be onerous on the affected residents.

It will also put extra pressure on residential parking while encouraging more business parking and movements in and out of the city centre - something that the council's recently adopted movement strategy and commitment to Park & Ride is designed to discourage.

The key policy consideration is Policy CP10 - which this proposal breaches. Specifically, the proposal:

- will NOT reduce demands on the transport network - since it will generate extra movements into the centre associated with the office parking
- it is clearly NOT designed to reduce the need to travel
- it does NOT encourage non-car modes particularly walking and cycling

Finally, it establishes an appalling precedent. If businesses are able to remove conditions previously established for good reasons - when there are no reasons other than corporate greed to do so - and no change in circumstances which would mean that the condition is no longer valid, then conditions effectively cease to have any meaning and we can expect a rash of these applications from other developers.

To this end, if the officer responsible for this application is minded to support the proposal, I formally request that the application be referred to the Planning Committee for decision.

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