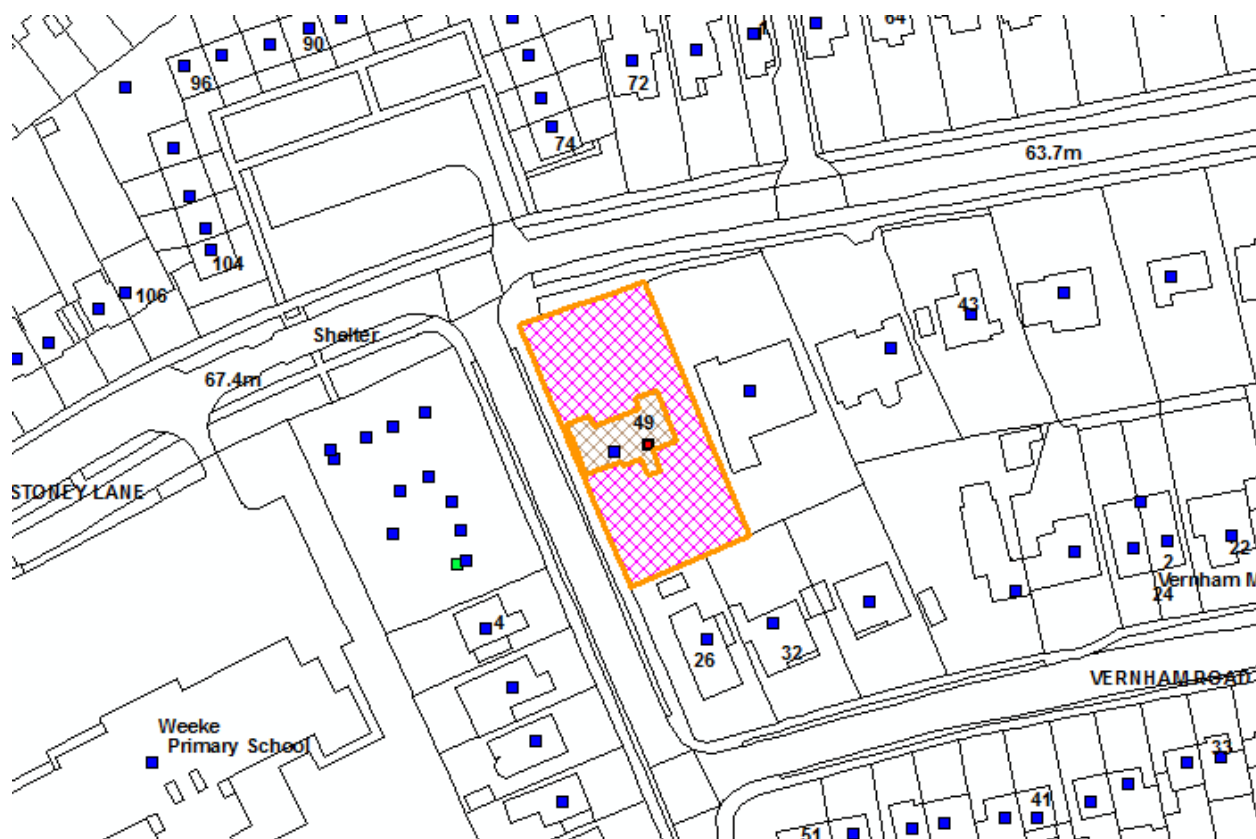


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**Case No:** 19/00645/FUL  
**Proposal Description:** Proposed development of 4 x 3 bed semi-detached houses and 4 x 2 bed apartments following removal of existing dwelling.  
**Address:** 49 Stoney Lane Winchester SO22 6DP  
**Parish, or Ward if within Winchester City:** St Barnabas  
**Applicants Name:** Mr Samuel Doswell  
**Case Officer:** Liz Marsden  
**Date Valid:** 21 March 2019  
**Recommendation:** Refuse



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**General Comments**

**Application is reported to Committee due to the number of comments received contrary to officer recommendation.**

Amended Plans received 09.05.2019:

- changed the eastern end of the apartment block, so that the roof is fully pitched from first floor eaves height.
- reduced the footprint of all buildings.
  - The apartment block by around 0.4m in width (side to side) and 0.75m in length (front to back).
  - Each pair of semi-detached houses by 1.8m in width.
- Alter the design of houses on plots 1 and 2, removing gable ends from the frontage and reducing the eaves height on the front elevation. The side elevations will have a full gable. The internal layout of the houses has been altered to take account of the reduced width of the house, but there will still be a room in the roof void.
- The houses on plots 3 and 4 have been reduced in height as well as width, removing the accommodation on the second floor.

Amended plans received 05.06.2019:

- Revised the site layout to take account of the highways officer's comments, narrowing the accesses, introducing cycle stores and showing the street light to be retained.
- Corrected the floor and roof plans of plots 1 and 2

**Site Description**

The site, which has an area of 0.126 ha, is located at the junction of Stoney Lane and St Matthews Road. Whilst the area as a whole is residential, St Matthews Road marks a change in the pattern of development, where the overall character of Stoney Lane alters from predominantly single storey and chalet style bungalows in good-sized plots to the east to a more mixed form and type of development, including a school, single storey terraces, semi detached houses and, further west, commercial properties and a church. The location of the site is such that it would be viewed primarily in the context of the more spacious eastern section.

The existing building on the site is a bungalow, with roof lights to accommodation in the roof space. The adjacent dwellings on Stoney Lane (no.47) and to the south of the site on St Matthews Road are also single storey, with dormers serving the upper floor accommodation which is contained entirely within the pitched roofs.

The site is level and at present screened from the immediate neighbour to the south (5 St Matthew Road), by a tall and dense belt of evergreens) which also screen the southern part of the site from No.47 to the east. The western boundary has a hedge along the northernmost section, with a close boarded fence along the southern part.

To the west of the site on the opposite corner of St Matthews Road has recently been developed, following a planning consent in 2017, with 8 dwellings comprising a terrace of 2 storey properties along the Stoney Lane frontage and a pair of semi-detached and a single detached chalet style bungalow facing St Matthews Road. These buildings, although more modern in design and materials than neighbouring properties in the area, reflect features of existing development, including the use of pitched roofs and dormers.

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**Proposal**

The application seeks to demolish the existing bungalow and replace it with 8 residential units in the form of a two-storey apartment building, containing four 1 and 2 bed units along the Stoney Lane frontage and two pairs of semi-detached houses fronting St Matthews Road. Three new accesses are to be created, two from St Matthews Road to serve the semi-detached houses and one, centrally located along the Stoney Lane frontage to serve the apartments. The existing access to the property is to be closed up.

The apartment building is to be set around 8m back from the front boundary of the site, but will be over 11m further forward than the existing dwelling. It extends across nearly the full width of the site, leaving a gap of around 1.6m to the eastern boundary, but abutting the footpath on the western side along St Matthews Road. At its nearest point it will be 5.8m from the neighbouring dwelling to the east (No.47 Stoney Lane). Parking is to be located to the front of the building, though no formal layout has been shown. There is a bin store along the front boundary and amended plans have shown a cycle store to the rear of the block.

The semi-detached houses are set 6m back from the edge of St Matthews Road and have rear gardens of between 8.5m and 9m in length. There is a discrepancy in the revised plans for plots 1 and 2, which show the sides of the roof to be hipped in the roof plan, but with a gable end in the elevation. This has implications for the level of accommodation that could be provided in the roof space. Again car parking is to be provided to the front of the properties. Bin and cycle stores are shown in the rear gardens.

**Relevant Planning History**

12/02518/FUL – demolition of existing garage and erection of two storey side extension – permitted 23.01.2013

17/01172/FUL – detached three bedroom chalet bungalow – permitted 16.06.2018

**Consultations**

WCC Engineers - Drainage:

Site in Flood Zone 1 and at very low risk of flooding. No objection subject to conditions

HCC Highways:

The increase in vehicle movements can be safely accommodated and will not result in detrimental impact on the operation or safety of the local highway network.

Notwithstanding this there are some issues that should be addressed.

- The accesses shown are unnecessarily wide and should be reduced and positioned centrally to the manoeuvring aisles of the parking areas.
- The Stoney Lane access should be repositioned to avoid need to relocate lamp column (not shown on the plans).
- A tree on the highway is shown to be removed and will require the consent of the Highway Authority.
- Grass verges will need to be reinstated on the access to be closed. This should be annotated on the application drawings.
- The amount of parking appears to be in accordance with the residential parking standards but the layout is important to quality of the development and should be shown.

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- The loss of on-street parking bays is acceptable from a highway safety point (and have been the subject of a Traffic Regulation Order) of view but should be reviewed by the City Council with regards to potential loss of amenity.
- No provision for cycle parking/storage required to support the development of cycling as a practical transport choice.

Southern Water:

No drainage strategy proposals received and these should be made the subject of a condition, if proposal approved. Applicant advised to discuss further with Southern Water.

WCC Historic Environment - Urban Design:

The revised plans do address some of the concerns raised on the initial scheme but don't address the fundamental issue of overdevelopment and is out of character with the pattern and spatial characteristics of the surrounding area.

WCC Landscape and Open Space - Trees:

Tree Preservation Order made in respect of the trees along the Stoney Lane frontage of the site.

WCC Landscape and Open Space - Ecology:

Additional surveys for bats are required prior to determination. 10 new native trees would be required to compensate for the loss to biodiversity from the trees to be removed.

**Representations:**

City of Winchester Trust: Object. Proposal overcrowded and apartments are not well orientated and make little use of any passive solar gain. The amendments to the proposal do not overcome their objection.

21 letters received, from 18 households, objecting to the originally submitted plans for the following material planning reasons:

- increase in traffic in an already concentrated area
- proximity to school could lead to increased danger to children from cars, particularly given the new accesses.
- Loss of on-road parking spaces due to new accesses
- Lack of visitors spaces leading to increased pressure on fewer road spaces
- Houses would dominate a street of bungalows and change character of quiet residential street
- Out of keeping with the character of the area
- Loss of trees which enhance and soften the street scene.
- Height of the new dwellings inappropriate
- Area been subject to considerable infill and overdevelopment which does not enhance the well-being of residents
- Overdevelopment of the site.
- Overlooking and loss of amenity to adjacent properties.
- adjacent to a large recent development and together will make the area very overcrowded.
- Unsympathetic design
- No need for additional houses when existing recently built properties are not being occupied.

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Following the submission of revised plans a further 22 letters of objection were received, 9 of which were from parties who had not commented previously. Additional comments included:

- Adverse impact on ecology
- The revised proposals are a slight improvement but do not go far enough to make the development acceptable
- Inaccuracies in the supporting statements
- Revisions are too slight and do not reduce the density of the proposal
- The revised roof designs will give an unbalanced appearance to the development
- The recent development on the other side of the road does not justify a further development that is out of character with the surrounding area.
- Previous proposals along Stoney Lane have not been allowed to go forward of the building line.
- The development can be distinguished from More Place
- Amended design does not remove overlooking of adjacent properties or the impact that the development will have on this sensitive corner.
- Applicant has not addressed the comments of the highways officer.

12 letters of support received raising material planning reasons:

- Will provide affordable dwellings in sustainable location
  - Higher density development is acceptable in an urban location and will reduce requirement for houses in the countryside
  - Proposed apartments ideal for first time buyers
  - landscape and design compliments the surrounding properties and the recent development on opposite corner of St Matthews Road
  - Proposed access to site safer than the existing
  - Proposal better than the recent approval on this site
  - Have listened to neighbours concerns and reduced roof heights
- The proposal is not the replacement of a single dwelling with 8 as the existing property is already sub-divided and there is permission for a further dwelling on the site.

Reasons aside not material to planning and therefore not addressed in this report. Some of the letters of support are from people who live outside the community

**Relevant Planning Policy:**

Winchester Local Plan Part 1 – Joint Core Strategy  
MTRA1, CP2, CP3, CP11, CP13, CP14, CP16, CP20

Winchester Local Plan Part 2 – Development Management and Site Allocations  
WIN1, DM1, DM15, DM16, DM17, DM18, DM24

National Planning Policy Guidance/Statements:  
National Planning Policy Framework

Supplementary Planning Guidance  
High Quality Place SPD 2015

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## **Planning Considerations**

### Principle of development

The proposal site is located within the main settlement boundary of Winchester and therefore there is a presumption in favour of additional housing development, subject to an assessment with other policies of the Local Plan.

Policy CP2 of the Local Plan Part 1 (LPP1) considers housing mix and requires that there should be a majority of 2 and 3 bedroom dwellings, unless local circumstances indicate an alternative approach should be taken. In this case, four out of the 8 units have 3 bedrooms (with plots 1 and 2 having the potential for a fourth in the roof space - shown on the plans as a study) and 3 of the 4 flats have 2 bedrooms with the fourth being a single bed unit. The proposal is therefore in accordance with this policy.

Policy CP14 of LPP1 states that the development potential of all sites should be maximised and that higher densities will be supported on sites which have good access to facilities and public transport. In this case there are public transport links close to the site and shops a short distance away to the west, and the western end of Stoney Lane. However, the primary determinant will be how well the design responds to the general character of the area and in this case it is not considered that the proposal would preserve or enhance the character or appearance of the surrounding area for reasons set out below.

The requirement for affordable housing has been altered so that in schemes of fewer than 10 houses, where the floor area of the development is less than 1,000 square metres (measured internally) and the site area is less than 0.5ha there is no requirement for affordable housing. In this case, the proposal would result in eight residential units with a total floor area of around 860 square metres.

The development has a density of 63.7 dwellings per hectare.

### Design/layout

The layout of the development has been informed by the number and type of units that it is proposed to accommodate on the site. This necessitates the substantial apartment building being set entirely in what is currently the front garden of the bungalow, considerably forward of the established building line in the area, in order to provide sufficient room for the pairs of semi detached houses to the rear. This building extends across almost the full width of the site and, although the plans have been amended to provide a fully hipped roof on the eastern elevation, it will still have a full two-storey elevation immediately adjacent to St Matthews Road, in contrast to the existing bungalow, which is set behind a fence and with a pitched roof sloping away from the boundary.

In terms of the layout of the flats, the hipping of the roof has reduced the available floor area to flat 3, so that it is a single bedroom unit. It has also resulted in outlook from the primary living area, comprising kitchen and living/dining rooms, being restricted to a single small north facing window, though additional light is to be obtained from roof lights in the eastern elevation. Neither of the first floor flats benefit from the south facing elevation, with the high level windows in that elevation serving hallways.

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The houses to the rear have been reduced slightly in terms of their footprint in order to increase the space between the house on plot 1 and the rear of the apartments to 4.5m, though this area for flat 2 is reduced due to the parking provision for plot 1. The design of the houses have also been altered, no longer reflecting the style of the apartment block but have a more contemporary appearance, with gabled rather than hipped side elevations.

The houses on plots 1 and 2 have not, however, been reduced in height from the original submission (8m) and although the front roof slope is pitched, this is from an eaves height of around 4.5m and the asymmetrical roof form means that the rear elevation is full two storey in appearance. The element of accommodation in the roof space has been retained, with potential for extending it towards the side elevations.

The houses on plots 3 and 4 have been reduced in height (to around 6.4m), though this has been achieved without significant loss of floor space (other than the previously proposed accommodation within the roof void), by means of a very shallow pitch on the front elevation to a height of over 4m, with a slightly steeper pitch beyond. The overall impact of these alterations, particularly when viewed from the side, is that of a two-storey flat roofed building.

Cycle stores are provided to all properties, with those serving the apartments being located to the rear, reducing further the limited land available to the occupant of the ground floor flat. It is not indicated how the occupants of the upper floor would gain access to this store without going through the ground floor flats. All parking provision is to be set along the frontage of the properties resulting in an extensive area of hard standing along both the Stoney Lane and St Matthews Road frontages. The fact that it is necessary for the parking area for plot 3 to overlap plot 2 and plot 1 to encroach into the amenity area for flat 2, is an indication of the inadequate size of the site to accommodate the number of units proposed.

Impact on character of area

The area in the vicinity of the site is predominantly residential, and is characterised by a variety of dwelling styles, though the majority of these along both Stoney Lane and St Matthews Road, within which context the site will be viewed, being single storey or chalet style bungalows. The density of the existing development varies, with properties closer to together in longer plots to the north of Stoney Lane and more well spaced dwellings to the south. Between the junctions of Stoney Lane with St Matthews Road to the west and Bereweek Avenue to the east the buildings are all set well back from the road, with mature trees and hedgerows along their frontages, resulting in a spacious and attractive suburban setting. The density along this section of the road is 13.5 dwellings per hectare.

The density of the proposed site equates to 63.7 dph. Whilst, as stated by one of the supporters of the proposal, a higher density is not in itself a bad form of development, it does need to be achieved in a way that enhances rather than detracts from the existing character of the area, which is not the case with the submitted proposal. The size of the apartment building and its position much closer to the road will result in an intrusive feature that will be visible in longer views from both directions along Stoney Lane and appear incongruous in this setting.

The applicant has referred to the recently developed More Place, to the west of St Matthews Road as being comparable to the proposal. It is acknowledged that the form and

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density of that development (though lower than the current application) is a departure from the more spacious properties, particularly to the east of the site, but it is considered that it can be clearly distinguished from this application. The site is larger than 49 Stoney Lane and has a greater depth, enabling a courtyard type of development with all car parking contained within the site and the gardens of the houses backing onto the road. Whilst at present, the roadside boundaries of the gardens are defined by close boarded fences, which are a relatively harsh feature, hedges have been planted along the outside which will mature and soften their impact. The application site, however, will result in both roadside frontages being given over to hard standing and parking, providing an uncharacteristic hard urban edge, particularly on the St Matthews Road frontage, which will not be sufficiently mitigated by the small areas of planting that are proposed.

Furthermore, the buildings in More Place have been designed to provide a transition between the two-storey houses along the Stoney Lane frontage, to a lower chalet bungalow design where that site is adjacent to the older properties. The application site has made some effort at a similar approach, by reducing the height of the dwellings on plots 3 and 4 but, as noted previously, the minimal pitch to the roof has resulted in the appearance of a two-storey house with a flat roof, rather than the pitched roofs that are characteristic of the area. It is considered that the design and form of the proposed buildings are out of keeping with and detrimental to the character and appearance of the surrounding area.

One of the most significant impacts on the visual amenity of the area will be the loss of the trees on the Stoney Lane frontage, which is necessary to achieve the new access to the apartments. This is assessed in a subsequent section of this report.

Impact on neighbouring property

The primary impact of the proposal will be on the neighbouring property to the east, No. 47 Stoney Lane. The proposed buildings are at a sufficient distance to ensure that there is no direct loss of light through overshadowing. There would also be only limited loss of outlook from the windows serving primary living accommodation, due to the part of the property closest to the boundary with 49 being comprised of a garage and pool building. The apartment building would be visible from windows in the front elevation, but would not intrude significantly into the 45 degree angle that is generally considered to provide an acceptable level of outlook. The revised plans have also reduced the impact of the building from these views with a pitched roof sloping away from the boundary from just above first floor eaves height. It is not therefore considered that a reason for refusal could be sustained on the grounds of an unacceptable impact on the outlook of No.47.

The houses to the rear, in particular those on plots 3 and 4, would however result in a number of windows looking directly towards the rear garden of No. 47 at a distance of only 8.5m from the boundary. Although the proposed 3m high pleached hedge would ensure that no views could be obtained from ground floor windows, screening from the upper floors is reliant on the retention of some overgrown evergreen trees. These have spread considerably to the extent that they cover much of the garden area of plot 4, leaving a further reduced amenity area to serve that house. With the close proximity of these trees to the kitchen/dining area and garden access, there is likely to be considerable pressure to remove these trees which, given their poor quality, would be difficult to resist, even if their retention was secured by means of a condition. The loss of the trees would result in views being obtained over much of the neighbour's rear garden, with subsequent loss of privacy and amenity.

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The loss of the trees would also, to a more limited extent, enable views across the rear gardens of properties in Vernham Road to the south east of the site though these would be at a more oblique angle and the rear of the properties themselves are at a sufficient distance not to be unduly affected.

No.26 St Matthews Road is located to the south of the site and at present screened from it by a belt of mature evergreens which are to be removed. The loss of this screening will have little direct impact on No. 26, which has a garage nearest to the boundary and will not be affected by loss of light or outlook. There are no windows proposed in the south elevation of plot 4 and therefore there would be no loss of privacy due to overlooking.

Landscape/Trees

There are a number of existing trees around the boundary of the site, the most significant of which are silver birches along the frontage and a line of overgrown evergreen trees (Lawson Cypress) on the southern part of the site. The majority of the cypress trees, which at present reduce the length of the site by around 4m, are to be removed. Whilst these do serve to provide a softer green edge to the site, they are not of sufficient quality or importance to the visual amenity of the area for their removal to justify a reason for refusal on these grounds.

There are also trees along the Stoney Lane frontage of the site, a group of three trees near the centre of the front boundary, comprising two silver birch and a crab apple and a further two silver birches at the north western corner. These trees together are of significant value to the visual amenities of the area, being visible in longer views along Stoney Lane, particularly as this part of the road has fewer mature roadside trees than is characteristic of the road in general. Their importance has been recognised by them being made the subject of recent tree preservation orders (TPOs).

The proposal seeks to remove the group of trees in the centre of boundary in order to provide a new access, which would be necessary to ensure that cars could park and manoeuvre within the relatively narrow frontage area. It is considered that the loss of these trees would have a significant and unacceptable adverse impact on the visual amenities of the area to the detriment of its character and appearance.

The applicant's tree consultant has responded to the TPO and makes the point that it is not necessarily a constraint and that their removal can be mitigated by further planting at this site, post development. Birch trees are referred to as being fast growing with a short lifespan when compared to other species. It is also stated that Birch trees are amongst the most prolific pollen producers, associated with health problems and therefore their retention in this location close to a school and the potential occupants of the flats is not an ideal scenario. The applicant's arboriculturalist classification of the trees as category C (BS5837:2012) is subjective and is not supported by the council's tree officer, who would attach a higher category B classification.

It is acknowledged that replacement trees can be used to mitigate the loss of important trees, though given the maturity and the height of the specimens to be removed, it would take a significant number of years for a replacement to equal the contribution to the visual amenity of the area from the existing trees. Furthermore, given the constrained site area available, the majority of which is taken up with car parking, and the closer proximity of the apartment building to the frontage of the property it is

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debatable as to whether trees of an appropriate size and species could be accommodated.

With regard to the pollen issue, the trees have been in situ for many years and, with the recent intervening development, are perhaps now less likely to affect school children. It is not considered that this argument, where there is no evidence to demonstrate an adverse impact on health attributable to these trees, provides sufficient justification for their removal.

Highways/Parking

The amended layout plan addresses some of the Highway's officer comments in terms of the width of the accesses and annotation of the tree on highway land. It also shows cycle stores to be provided for all units.

If the parking spaces to the front of the apartment building are unallocated it is necessary to provide a minimum of 5.5 (realistically 6) spaces to serve the units. No layout has been provided as to how this can be achieved, but it is apparent that the cars will need to park in tandem, leading to potential difficulties with manoeuvring vehicles and cars becoming blocked in. The spaces to the east of the access are constrained by the bin store and do not meet the minimum width (2.4m per space) that is required. The proposal will result in cars being parked very close to windows serving primary living accommodation, reducing further the limited outlook available.

There is also a difficulty with the spaces to the front of the houses, with the spaces just achieving the minimum width needed (2.4m per space) but in the case of plots 1 and 2, not achieving the required length the spaces (4.8m) together with a 6m wide manoeuvring aisle, despite encroaching into the space available to the ground floor apartment to the north. This shortfall is around 0.4m in total across the width of the site and could be rectified by extending further into the amenity area of the flat or the narrow belt of planting between plots 2 and 3. Either of these options would increase the area of hard surfacing and potentially jeopardise the survival of the limited landscaping that is retained, resulting in an uncharacteristically hard urban edge to the site.

It is also noted that plots 1 and 2 have the potential for an additional bedroom in the roof space, which is shown on the submitted plans as a study. These rooms are lit by roof lights, and although they are currently modest in size, it would be possible with the revised design of the roofs to extend them to around 6m in length, sufficient to provide an additional bedroom. A fourth bedroom would generate the need for a third parking space per unit, which could not be obtained on site.

Therefore, under the currently submitted layout plans it has not been demonstrated that there is adequate on-site parking in accordance with the adopted residential parking standards. It is, however, recognised that the site is located in a sustainable location, with shops and public transport in reasonably close proximity. In these circumstances and providing the car parking and manoeuvring space that is available could be provided at sizes that accord with accepted standards, it is not considered that a reason for refusal on the grounds of insufficient on-site parking could be sustained. It is however clear that, due to the quantum of development proposed for this site, the space remaining for parking and the manoeuvring of vehicles is very tight and this is a direct consequence of the overdevelopment of the site.

The two new vehicular accesses to the site from St Matthews Road also result in the

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reduction and relocation of the on-street permit holder/short stay parking bays. This has been agreed with the Highway Authority by means of a variation to the Traffic Regulation Order and it is confirmed that there is no objection to this in terms of highway safety, though the impact that this has on amenity is left to the assessment of the City Council as planning authority. At present there is a 40m stretch of road that is marked as parking bays and providing space for around 7 cars. The proposal would result in at least 2 of these spaces, with 3 alternative spaces shown to the north, closer to the junction with Stoney Lane and 2 to the south, along the frontage of 26 St Matthews Road.

Whilst these spaces may not be fully used throughout the day, their proximity to the school does result in them being occupied regularly at the start and finish of the school day. However, notwithstanding the likelihood that, due to the lack of on-site visitors spaces, there will be increased demand for the fewer remaining on-street spaces, it is not considered that the loss of amenity to residents in the vicinity of the site is such that a reason for refusal could be sustained on this basis.

### Ecology

An ecological appraisal has been submitted which confirms that there are bat roosts in the area and crevices under the roof tiles which provide bat roost potential and recommends further surveys. In the absence of these surveys it is appropriate to include a reason for refusal based on lack of adequate information. A number of biodiversity enhancement measures are referred to in the report, but the Council ecologist additionally requires the planting of 10 replacement trees. Given the cramped nature of the site it is not certain that these could be accommodated in a manner that would enable them to mature and ensure their long term retention.

### Conclusion

The proposal would result in a cramped and contrived form of development which would be out of keeping with and detrimental to the character and appearance of the area

### **Recommendation**

Refuse for the following reasons:

1. The proposed development would, by reason of its size, scale, layout, unsympathetic design and prominent location, result in a dense and intrusive form of development which would be out of keeping with the pattern and spatial characteristics of the surrounding area to the significant detriment of its character and appearance. The proposal would therefore be contrary to Policies WT1 and CP13 of Winchester District Local Plan Part 1 - Joint Core Strategy, policies DM15, DM16 and DM17 of Winchester District Local Plan Part 2 - Development Management and site Allocations and Supplementary Planning Document - High Quality Places.
2. The proposed dwellings would, by reason both of their close proximity to each other within the development site and to the neighbouring property to the east, have an overbearing and unacceptable impact on the amenities of the occupants of those properties through loss of outlook and privacy through potential overlooking. The proposal would therefore be contrary to policy DM17 of the Winchester District Local Plan Part 2 - Development Management and Site Allocations.

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3. The proposal would result in the loss of trees, covered by a Tree Preservation Order to the detriment of the visual amenity of the surrounding area. It would therefore be contrary to policies CP20 of Winchester District Local Plan Part 1 and DM23 of Winchester District local Plan Part 2.
4. The proposed development is contrary to Policy CP16 of the Winchester District Local Plan Part 1 - Joint Core Strategy, in that it fails to protect and enhance biodiversity across the District by failing to fully assess the impacts to protected species and habitats or demonstrate that the potential impacts can be successfully mitigated.

**Informatives:**

1. In accordance with paragraphs 186 and 187 of the NPPF, Winchester City Council (WCC) take a positive and proactive approach to development proposals, working with applicants and agents to achieve the best solution. To this end WCC:
  - offer a pre-application advice service and,
  - update applicants/agents of any issues that may arise in the processing of their application, where possible suggesting alternative solutions.In this instance no pre-application advice was sought but a meeting was held with the developers prior to the validation of the submitted application, in which officers expressed concern about the proposal and suggested that it was withdrawn.
2. The Local Planning Authority has taken account of the following development plan policies and proposals:-
  - Local Plan Part 1 - Joint Core Strategy: MTRA1, CP2, CP3, CP11, CP13, CP14, CP16, CP20
  - Local Plan Part 2 - Development Management and Site Allocations: WIN1, DM1, DM15, DM16, DM17, DM18, DM24