

HEADBOURNE WORTHY PARISH COUNCIL

PLANNING APPLICATION 08/01051/OUT

Outline in Respect of Land at the Rear of 155 Springvale Road, Headbourne Worthy.

The proposal is for: “erection of 62 dwellings, including ancillary car parking, open space, landscaping and nature conservation area.” Approval is sought for access only.

The agent for the developer, Luken Beck’s letter of 29th April to W.C.C.

“This is an outline application to establish the principle of development, together with details of proposed access. Access is proposed from Springvale Road (with emergency access from Mount Pleasant).....”

“The matters not submitted for consideration.....”

1. Layout including internal access roads and detailed siting of buildings.
2. Scale of buildings.
3. External appearance of buildings.
4. Landscaping.”

Although the application specifies that approval is being sought for “Access”, the following needs to be considered:

The acceptance or otherwise of:

1. The principle of development of this particular site.
2. The proposed access to this site: the roadway, emergency access and footpaths.
3. That 62 dwellings can be built on this site, (without considering their size, scale and siting).
4. The proposed provision of open space, in particular location and access.

The Principle of Development. This site measuring 2.44 hectares is within the defined H3 policy boundary of the Winchester District Local Plan Review 2006 which “Presumes in favour of residential development within the defined built-up areas. It anticipates development at densities that comply with government guidance, normally falling within the range of 30–50 dwellings per hectare.” (Para 6.31)

The Springvale Road Local Area Design Statement (LADS) came about as a result of concern regarding uncoordinated infilling and includes development guidelines which at D3 states: “Although regard should be given to central government and local plan recommended densities (30–50 dph) development proposals must balance these with the corresponding requirement for maintaining the essential character features of the Springvale Road Study Area..”

The principle of development is clear, but:

1. The building of 62 dwellings on this site, currently occupied by only 3 is a massive overdevelopment and contrary to the spirit of the LADS guidelines.
2. A development of this size would have an adverse impact on the amenity of the neighbouring properties in this quiet area, in particular with regards to privacy and noise. - Traffic and speed bumps in access road (opposite 157b).
3. Part of the site adjacent to the A34 is subject to “significant levels of ambient noise” and “exceed the recommended limit set by the World Health Organisation” (the “Assessment of Environmental Noise” Statement) the building of dwellings here would be inappropriate. Any dwellings would require appropriate glazing and a ventilation system, but as the report points out this is irrelevant when the windows are opened. Further, no matter how the developers try to describe and dress up the proposed apartment blocks they are three storey’s high and contrary to the LADS guidelines.

The Proposed Access -- Springvale Road.

All traffic must exit the site via the new access road. The total number of parking spaces proposed on the site is 122 (plus 153 Croxley) which means even by their own “Transport Statement” 335 vehicles (not including any delivery vehicles, visitors, cyclists etc.) will be exiting into Springvale Road, which is still a 40mph zone and fast. This will create a potential danger especially when the proximity of Bentley Close opposite is taken into account.

The new access may not allow for two delivery/refuse vehicles to turn in or out simultaneously (identified by the Stage 1 Safety Audit – Annex 3 of Transport Statement). This potential problem has been glossed over – (see page 16 of Transport Statement at 3). The almost shared access with the private driveway to 157, 157a and 157b is confusing.

The Proposed Access - Mount Pleasant

It is proposed that this becomes the “Emergency Access” (see 5.10 of Transport Statement). “This will be provided off the southern end of Mount Pleasant and pass through the Winchester C.C land to link with the internal road network. This access would be 3.5m wide and have a tarmac surface (it would be an HCC ‘Greenway’) and would be used on a day to day basis by pedestrians and cyclists. It would be gated to ensure no vehicles tried to use Mount Pleasant to access the site.” This is also contrary to the LADS guidelines (D7) - “Any new development proposed on or adjacent to Mount Pleasant should respect the sensitive historic, semi-rural qualities of the area.”

This proposal will lead to a great increase in the use of this lane, which is at present a cul-de-sac, and drastically change its’ character. The proposal to effectively gate this access is too vague. Mount Pleasant does not have any footpaths, yet is being promoted as a pedestrian and cycle route - particularly to Kings Worthy Junior School.

The developers at 7.0 in their Design and Access Statement assert that: “Mount Pleasant is only mildly affected by the provision of an emergency route.” This is not the case, especially when other proposals for pedestrian routes, the steep access into Springvale Road, the location of the bus route and school are taken into account. Almost all foot traffic, pushchairs, children and cyclists would use this as their preferred route.

Open Space Provision. W.C.C policy as published on their website suggests that: “New housing development is expected to ensure that sufficient recreational space and facilities are available to meet the needs of the prospective residents of the development. Where ever possible, provision should be made on-site as an integral part of the development. It should be of an appropriate type to serve the needs of the development and in a location well related to the proposed residential properties.”

The proposed siting of a “LEAP” on the grassed area in the centre of Willis Way does not conform to this policy and is unsatisfactory for the following reasons:

1. It is outside the site and is perhaps a disingenuous ruse by which the developer can hope to maximise the amount of land available on-site for the building of dwellings.
2. Willis Way is within Kings Worthy Parish. The use of this land for the benefit of residents from outside the area is unrealistic.
3. The proposed access is unsatisfactory. Although pedestrian routes are planned, the safety of the children would require close parental supervision, especially as Willis Way is still a highway. The location of the “LEAP” here defeats the benefits of having such facilities on-site.

In conclusion, the proposed development would constitute an undesirable over-intensive use of the site which would have an adverse effect on the amenities of the adjoining occupants and be out of keeping with the character and appearance of the surrounding area by reason of the proposed development, its size and layout and is therefore contrary to the Springvale Road Local Area Design Statement and Policy DP3 of the Adopted Winchester District Local Plan Review.

D Pearcey
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