

**ASHURST & COLBURY PARISH COUNCIL**  
**MINUTES OF PLANNING & DEVELOPMENT COMMITTEE MEETING HELD ON**  
**TUESDAY 23rd November 2021 at 2:30pm**  
This meeting was held at Colbury Church Rooms.

Attending: Cllr Caroline Hubbard (Chair), Cllr Adrian Eyre, Cllr Mike Thomas, Cllr Clive White  
In Attendance: Mrs Karen Miles (Clerk), 0 members of the public

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**MINUTES**

**PD21/063**      **APOLOGIES** – Cllr Robinson

**PD21/064**      **DECLARATIONS OF INTEREST** – None

**PD21/065**      **PUBLIC PARTICIPATION** - members of the public are invited to ask questions or make statements on new applications only during this session. Comments made by the public were noted in respect of the applications below.

**PD21/066**      **Minutes of the Last Meeting.** To agree and sign the minutes of the previous meeting held on 16<sup>th</sup> November 2021. **Proposed** by Cllr Adrian Eyre and **Seconded** by Cllr Clive White the minutes were **Agreed** and the Clerk provided a copy for the Chair to sign.

**PD021/067**      **New Planning Applications for the Committee’s Consideration**

**Decision**

**21/00472 – Land adj 40 Whartons Lane – 62 no dwellings & parking**

**Refusal (4)**

This meeting was convened to finalise the Parish Council's comments to NFNPA before the response date of 1<sup>st</sup> December. The Parish Council's original objection still stands and despite sending additional questions to the developer for answers, it was felt that some of the points still hadn't been addressed. It was also noted that the Government's recent decision for all new builds after January 2022 to have electric charging points on each property plus visitor's spaces would have an effect on this development.

Councillors unanimously voted Refusal (4) for this application on the grounds below.

**Traffic** - The HCC traffic report has not been received as yet.

There are already significant problems with traffic flow and parking in Whartons Lane, which will be worsened by this development. The availability of local amenities and convenient public transport in Ashurst has been overstated by the developer; most residents will use cars to access employment and other amenities. The traffic survey was conducted during February 2021 when the schools were on half term and Government instruction was to stay at home. This was not indicative of a normal week's traffic. Councillors felt that there should be a lay-by at the entrance to the park and/or double yellow lines along that stretch of road due to the additional cars that are usually parked along there and would restrict access to and from the site. The Travel Plan estimates that the development will generate 314 daily 2-way vehicle movements, during peak hours that equates to 1 vehicle arriving/departing every c .1.5-2 minutes. The site access is in close proximity to Chestnut Drive, on the opposite site of Whartons Lane. It is not unusual for cars to be parked in front of the development site as people drop off/pick up children from school. There is only one pedestrian footpath on Whartons Lane, on the same side of the road as the development site. Councillors believe that the risk posed by these factors to pedestrians, cyclists and vehicles will be significant.

**Parking & Safety Concerns** – On the NFNPA website there is a letter of concern from the Chair of Governors of the schools expressing their concern at the proposed gate to open a footpath to the school. This brings up a safeguarding issue as the school staff would have to man the gate at the start and finish of school, there would need to be provision for storage of bikes and scooters and a dry pathway for access. The school does not have the extra

funds or staff to support this, and parents would park in the new estate causing an access problem to residents. Car parking provision is not particularly well integrated into the design. Parking which is not adjacent to the dwelling will cause difficulties for people with difficulties with mobility, or wheelchair users. The size of the parking spaces, tandem spaces and use of surrounding fencing will make it very difficult for residents to park (works) vans or motorhomes in them, or for wheelchair users to be able to access their vehicles. The Parish Council does not believe that four visitor spaces will be sufficient for a development of 62 dwellings with 158 bedrooms. There will be overspill parking on Whartons Lane; this will impact upon safety and traffic flow.

**Highway and Access Considerations** – the road varies in width along the new development. From looking at the plans it would appear not to allow for two-way traffic in some places. Deliveries to the site from Supermarket Delivery/Couriers/Postman/Refuse Collection vehicles would block the road. There are concerns about whether all roads will be adopted and who will have the responsibility for maintenance, e.g. drains and general upkeep if it is not HCC. The issue of potential problems with parking on unadopted roads may need to be addressed too.

**Flooding – Policy DP12** – There is no report from Southern Water with regards to a Flood Risk Assessment and it was felt that there needs to be an assessment on the drainage pipes as there have been flooding issues for residents further down Whartons Lane, Lakewood Road and Chestnut Drive in the past. The Planning Policy report showed that the pipes that the development would be discharging into are broken/blocked. Clarity is needed from the developer with regards to who will be responsible for the costs of ongoing maintenance, and assurance that the arrangement is robust and responsive.

**Tree Officer – Policy SP6/SP7** – awaiting Tree Officer's report. Page 9 of part 3 of the amended DAS states "any existing trees that may require felling to facilitate the development." This is obviously a concern, as elsewhere the application refers to only one tree, which is in poor condition, which will be felled to facilitate the access from Whartons Lane. Many of the trees on the Eastern border are sited at the edge of the adjacent property - assurance is needed that these will be protected during and after construction.

**Local Distinctiveness - Housing Styles and Affordability – Policy SP17 & SP22** – Councillors felt that the housing was out of place with the style of the area and surrounding properties. There does not appear to be enough affordable housing within defined villages and the National Planning Policy Framework. There did not seem to be any apartments for purchase - split of private/affordable not based on evidence of local need. Housing Officer previously stated there was need for 4 bed affordable homes. The Ashurst & Colbury Parish Questionnaire (2018) showed a greater desire for retirement/downsizing accommodation (such as bungalows or apartments for residents who wished to stay in the Village) than it did for family housing. SP22 allows for dwellings of up to 100 sq.m - the majority of three-bedroom homes measure less than 85 sq. m; the floorplans are cramped. The designs are still urban and not locally distinctive – the design changes are minimal, and the units are still "Vivid" house types lacking character and local distinctiveness. They have no local link to Ashurst. They are designed down to a price and not up to standard. They are out of character for this semi-rural area on the edge of a Village. The Parish Council are concerned about the gradual suburbanizing effect within the National Park. The Parish Council acknowledge that the density will not be the same as in Whartons Lane, however this density is significantly higher. The amended plans still include extensive hard-standing and close boarding, particularly in the Mews area at the rear of the site. The site layout drawing shows an estate where a number of properties have no front space, with high close boarded fenced rear gardens and narrow parking spaces radiating off the access road. With this arrangement many of the house front doors now face the un-lit perimeter path. The Parish Council cannot find any benefit to anyone with this layout.

**Ongoing Maintenance of Green Spaces** – The documentation on the Planning Portal does not make clear who will bear responsibility for

maintenance (in perpetuity) of the attenuation ponds (including the wildlife pond), green and paved spaces, trees and any new planting, and the play equipment. Clarity is needed from the developer with regards to who will be responsible for the costs of ongoing maintenance, and assurance that the arrangement is robust and responsive.

**PD021/068**

**Decisions since last meeting**

**NFPA Decision**

**21/00689**

**37 Peterscroft Avenue, Ashurst**

**Grant 16.11.21**

Demolition of existing garage & carport to facilitate erection of two storey side/rear extension

**Meeting closed at 3:38 pm**

DRAFT