

ASHURST & COLBURY PARISH COUNCIL
MINUTES OF PLANNING & DEVELOPMENT COMMITTEE MEETING HELD ON
MONDAY 28TH MARCH at 2.00pm

This meeting was held at Colbury Church Rooms.

Attending: Cllr Sue Robinson (Chair), Cllr Adrian Eyre , Cllr Caroline Hubbard, Cllr Mike Thomas
In Attendance: Ms Karen Cramoysan (Clerk), 0 members of the public

MINUTES

PD21/086 **APOLOGIES** – Cllr Clive White, Cllr Thomas arrived at 2.15pm

PD21/087 **DECLARATIONS OF INTEREST** – None

PD21/088 **PUBLIC PARTICIPATION** - None

PD21/089 **Minutes of the Last Meeting** – Minutes of 28th March meeting will be agreed and signed at the next meeting.

PD021/090 **New Planning Applications for the Committee's Consideration** **Decision**

TPO/22/130 **21 Fir Road, Ashurst, Southampton, SO40 7DU** **Accept Officers**
Prune 1 x tree **Decision (5)**

22/00206 **149 Lyndhurst Road, Ashurst** **Deferred to next**
4 no. rooflights to facilitate conversion of attic to habitable space **meeting**

21/00472 **Land Adjacent 40 Whartons Lane, Ashurst (Amended Plans)** **Refusal (4)**
62no. dwellings; access; associated parking; public open space; landscaping;
associated works;

These amended plans do not adequately address the many concerns Ashurst and Colbury Parish Council has, and has already communicated, about this application. Our main concern is with the threats to safety which we believe this development poses.

The Parish Council understand that the various statutory consultees have commented on their specific remit, however Councillors believe that they have an overview of the proposal which is informed by their local knowledge.

- **The Parish Council ask that the members of the NFNPA Planning Committee undertake a site visit, in view of its many significant concerns about this application.**
- The Parish Council remains disappointed that the Applicant has not held a public engagement event, despite the ending of Covid restrictions.
- This prominent semi-rural site in the National Park deserves a development of the highest quality of design, which is future proofed with low carbon, energy efficient heating systems and construction.

Summary of main concerns

- Safety - traffic, parking causing impeded visibility or blocking access roads, lack of footpaths to all dwellings, unlit access roads and parking bays.
- Traffic & parking - inadequate parking provision, impact of increased traffic locally.
- Sustainability - some solar panels proposed, but no mention of consideration of other initiatives including communal heating systems such as ground source pumps. BNG mitigation not proposed on site or locally.
- Design & layout - lacks local distinctiveness, cramped layout of dwellings due to site constraints.
- Flooding - existing issue locally

Safety Concerns - DP2

The Parish Council is concerned that the pedestrian access to some dwellings is via the road, as there is no footpath. Foreman homes state that "this is safe as visibility is clear and cars will travel at slow speeds." The Parish Council would disagree; locally vehicles often drive faster than the speed limit, and parking of delivery vans may impede visibility. Children often cycle or use scooters to get to school, and wheelchair and mobility scooters would also have to travel on the road.

There is only one narrow pedestrian footpath on Whartons Lane, on the same side of the road as the development site. It is often necessary to walk on the road when passing. Councillors believe that the risk posed by inevitable increased car parking on Whartons Lane to pedestrians, cyclists and vehicles will be significant. The parking courts and access roads (apart from the first 65m from the entrance) will not be lit, which Councillors consider potentially unsafe. However, Councillors welcome the strong focus on the adverse impact of excessive lighting, and would not wish the Applicant to introduce additional lighting.

Traffic, Parking, Highways - DP2

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. 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.

Parking: Allocated car parking meets the standard required by the NFNPA Local Plan, however this refers solely to the number of spaces required per unit. Car parking provision is not particularly well integrated into the design. Parking which is not adjacent to the dwelling will cause problems for people with difficulties with mobility, or wheelchair users, as will the fact that the dwelling's front door may be accessible from the perimeter path rather than the road. There does not appear to be anywhere for Mobility Scooters to be safely parked and charged. The small size of the parking spaces, tandem spaces and use of surrounding fencing will make it very difficult for residents to park vans or motorhomes in them, or for wheelchair users to be able to access their vehicles. As vehicles may not be parked within view of the dwelling, we have concerns about security.

The Parish Council does not believe that four visitor spaces will be adequate 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. Councillors felt that there should be a formal lay-by at the entrance to the park and/or double yellow lines along that stretch of road, as cars already park along there; this would restrict visibility and access to and from the site

Highway and Access Considerations: The road varies in width along the new development. It would appear to not allow for two-way traffic in some places. Deliveries to the site from Supermarket Delivery/Couriers/Postman/Refuse Collection vehicles could block the road. It is unclear how much of the access road will be adopted and who will have responsibility for ongoing maintenance, (e.g. drains) and general upkeep if it is not HCC. The issue of managing potential problems with parking on unadopted roads will also need to be addressed. 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.

Sustainability - SP1, SP11

The Parish Council notes that the new Part L building regulations come into effect from June 2022, requiring CO2 emissions around 30% lower than the current standards. Due to the transitional arrangements, should this development build commence before 15 June 2023, it will have to meet the current, much less stringent standards. Councillors strongly feel that, with the Government's commitment to Net Zero, this development of 62 dwellings should be a flagship cleaner, greener built environment for the National Park, and should meet or exceed the standards which will be required from June 2022.

The Applicant has referenced the use of solar panels, however has not detailed the type of heating system to be used. The Parish Council note that NFDC have granted permission for a development of 12 flats in Salisbury Road, Totton, which will be built to meet the specification of the Future Homes Standard (which will be introduced in 2025, and which includes the updated Part L regulations). It includes the use of triple glazing and individual air source heat pumps, and will be constructed to a high standard of fabric efficiency to reduce energy demand

It would be disappointing if the Whartons Lane development, a flagship NFNPA site, was not built to the same high standards. The Parish Council believes the National Park should match this urban development with regard to sustainability.

The Parish Council note the Biodiversity Net Gain assessment is that on site mitigation is not viable. This partly reflects the high density of dwellings proposed for this site. Councillors do not feel that a financial contribution to NPNPA, which is not ring fenced to enhance the Village of Ashurst and Colbury, is adequate and would not compensate for the loss of these important green fields; The Parish Council would ask that the BNG requirement is mitigated locally.

Flooding – Policy DP12

There have been ongoing problems with flooding for residents further down Whartons Lane, in Lakewood Road and Chestnut Drive. There are several natural springs in the field. Councillors believe that developing this field will worsen this issue, due to the extensive use of paving and other impermeable surfaces. The Planning Policy report showed that the pipes that the development would be discharging into are broken/blocked. Hampshire County Council commented (Flood and Water management Team, 7/6/2021) that "The condition of the existing headwall outfalls, which will take surface water from the development site, should be investigated before any connection is made. If necessary, improvement to its condition as reparation, remediation, restitution and replacement should be undertaken. Evidence of this, including photographs should be submitted." The Parish Council is concerned that commencing building works before these damaged and blocked pipes are repaired would worsen existing local flooding.

Local Distinctiveness - Policy SP17, SP7, SP27, DP34

Councillors felt that the housing was out of place with the style of the area and surrounding properties. There are no apartments available for purchase. 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.

The Housing Officer has stated that there was need for 4 bed affordable homes. **SP22** allows for dwellings of up to 100 sq.m - the majority of these three-bedroom homes measure less than 85 sq. m; the floorplans are cramped.

Despite the minor changes to the house designs, they are still urban and not locally distinctive – the units are still “Vivid” house types lacking character and local distinctiveness. Locally, houses are predominantly detached houses, with generous front gardens, and set on generous plots. These designs have no local link to Ashurst. They are designed down to a price and not up to a standard - the failure to meet the energy performance requirements and reduction in CO2 emissions which will be mandated for applications submitted from June 2022 is disappointing.

They are out of character for this semi-rural area on the edge of a Village. The Parish Council are concerned about the gradual suburbanising 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 Applicant has commented that they will engage with a local brick monger and that “conservation” windows are acceptable to the Officer; however it does not commit to using locally sourced or sustainable materials.

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 is concerned that residents will retrofit security lighting, thereby undermining the benefits of the Dark Corridor, and contrary to the NFNP Dark Skies policy.

Layout - SP22

The Parish Council notes that the site-specific constraints, such as the need for a perimeter path (tree root protection and Dark Skies) and SUDS drainage ponds, mean that the dwellings are to be built on only part of the site. This, presumably, is the reason for the floorplans of less than the permitted maximum area under SP22, and lack of front gardens.

Councillors question whether the estimate that this site could accommodate around 60 dwellings took these constraints into account. Many of our concerns, particularly regarding safety, would be addressed with a lower number of dwellings.

Natural Environment - Policy SP6

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 on the edge of the adjacent property - assurance is needed that these will be protected during and after construction.

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, unadopted access roads and associated drainage, 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.

Conclusion

Ashurst and Colbury Parish Council recommend refusal of this application. Our main concerns include:

- Safety - traffic, parking causing impeded visibility or blocking access roads, lack of footpaths to all dwellings, unlit access roads and parking bays.
- Traffic & parking - inadequate parking provision, impact of increased traffic locally.

- Sustainability - some solar panels proposed, but no mention of consideration of other initiatives including communal heating systems such as ground source pumps. BNG mitigation not proposed on site or locally.
- Design & layout - lacks local distinctiveness, cramped layout of dwellings due to site constraints.
- Flooding - existing issue locally

We believe that this application does not comply with the following Planning Policies:

SP1 - Supporting sustainable development
DP2 - General Development principles
SP6 - The Natural Environment
SP7 - Landscape character
SP 11 - Climate Change
DP12 - Flood risk
SP15 - Tranquility (traffic, light pollution, noise)
SP17 - Local Distinctiveness
DP18 - Design Principles
SP27 - Affordable housing within the defined villages
DP34 - Residential Character of the defined villages

PD21/091	Decisions	<u>NFNPA Decision</u>
22/00012	11 Cecil Avenue, Ashurst First floor extension	Grant 07.03.2022
22/00050	Guest House, The Willows, 72 Lyndhurst Rd Change of use to single dwelling	Grant 17.03.2022

Meeting closed at 3.04 pm