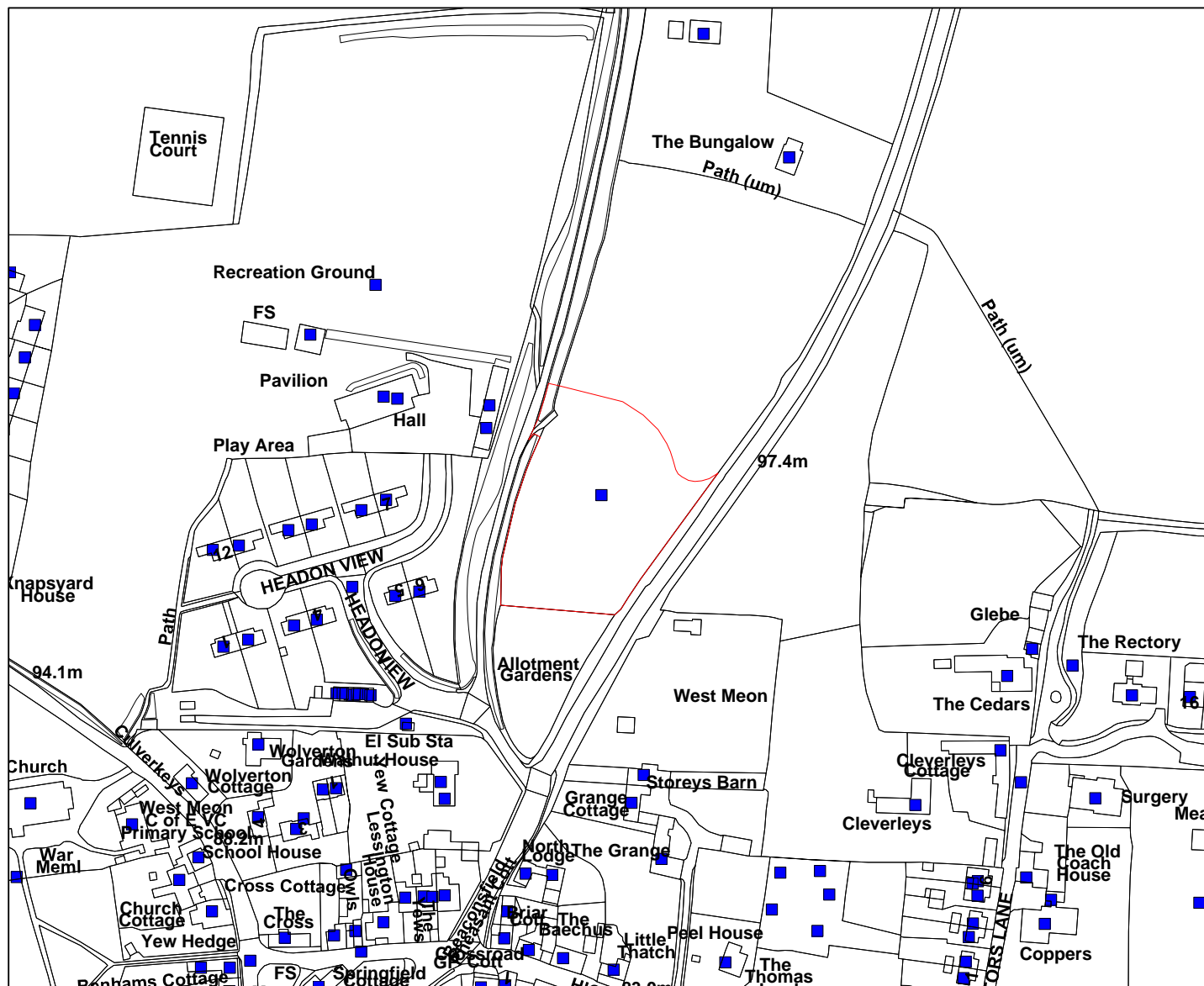




10/02038/FUL



A horizontal scale bar with a black background. It has four white tick marks labeled '0.05', '0.1', '0.15', and '0.2'. The unit 'Km' is written at the left end. A red line segment is drawn over the bar, starting from the 0.05 mark and extending to the 0.2 mark.

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Organisation	Winchester City Council
Department	Developement Services
Comments	
Date	21 December 2010
SLA Number	00018301

Scale:

WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA

Item No: 1
Case No: 10/02038/FUL / W21933
Proposal Description: Residential development for 10 no. dwellings comprising; 5 no. one bed, 3 no. two bed and 2 no. three bed dwellings with associated parking and landscaping with alterations to existing access
Address: Land Opposite Recreation Ground Marlands Lane West Meon Hampshire
Parish, or Ward if within Winchester City: West Meon
Applicants Name: The Hyde Group
Case Officer: Mr Nick Fisher
Date Valid: 3 August 2010
Site Factors: Countryside Location
South Downs National Park
Recommendation: Application Permitted

General Comments

This application is reported to Committee because of the number of objections received.

It is proposed to erect 10 affordable dwellings at the site. The applicant is a housing association.

The application follows extensive consultation and discussion between the Parish Council, Hyde Housing Association and Winchester City Council.

The proposed layout of the development and form of the buildings follows extensive discussion between the Housing Association and their architects and Winchester City Councils Planning Officers, Landscape Architect and the Urban Design and Major Projects Officer.

Due to funding pressures it is understood that the Housing Association must start work on the site in early spring (around March).

Site Description

The site lies immediately to the north and east of West Meon in a countryside location. The site is within the South Downs National Park. The proposed development site is the southern section of an open field, used for grazing. The site is broadly rectangular in shape and has a noticeable slope from the north to the south

Marlands Lane (also known locally as The Old Road) is located to the west of the site and there are substantial trees upon the site western boundary with the lane. It is proposed that the existing access from Marlands Lane is widened to give vehicular and pedestrian access to the site. Beyond Marlands Lane lies Headon View, a residential development, the village hall and the village playing fields.

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There is an area of trees to the south of the application site. The eastern boundary with the A32 is open in nature and the site is located at a higher level than the road. The land to the north of the site, consist of the remainder of the field. The field's northern boundary consists of a hedge. There is a property beyond the hedge referred to as "The Bungalow".

Proposal

The proposal is for the erection of 10 social housing units. Vehicular access to the site is to be taken from Marlands Lane and this will involve the widening of the existing access. Marlands Lane joins the A32 to the south of the site.

It is intended that the homes are occupied by people from within the area. Five of the dwellings are one bed units, and the remaining five houses are a mixture of two and three bed units. Nine of the proposed dwellings are two storey with one single storey dwelling. The dwellings have been carefully designed to be of a traditional design and form. Features such as narrow floor plans, open eaves, low eaves, clipped gables, timber window frames and plain clay tiles with bonnet hips have been proposed to reflect and respect the sites rural location.

The dwellings are located around a small communal green space with a central feature tree. Each dwelling is also served by a small garden area. Parking is located within three areas of the site.

It is proposed that the trees and vegetation located upon the site's western and southern boundary are retained. Sections of the hedgerow / trees upon the western boundary will be cut back to allow for the increase in the width of the vehicular access and to allow for the creation of a new pedestrian access. It is proposed that a substantial buffer of trees and vegetation is planted above the bank adjacent to the A32. This planting will help to partially screen and soften the appearance of the built form when viewed from the road to the east. The planting will also extend upon the northern boundary with the field.

The density of the development is approximately 25dph.

Relevant Planning History

No site specific history.

- **05/01801/FUL.** Railway Cottages, Station Road, West Meon, Hampshire. Erection of 4 no. one, 4 no. two and 2 no. three bedroom dwellings; alteration to existing access; open space; foul treatment plant; new field access; parking area for new development and no's 1-6 Railway Cottages, Station Rd and increased garden area to no. 6 Railway Co., Station Rd (RESUBMISSION) Refused 16.1.06

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Consultations

Archaeology.

No Objection. "The application site is located just to the north of the historic settlement of West Meon. Evidence from aerial photographs indicates that the site contains buried remains which might potentially relate to the site of a Bronze Age barrow (burial monument) or a prehistoric round house.

Although not submitted in connection with this application, the applicant has previously commissioned a detailed archaeological assessment and also a geophysical survey of the site. The geophysical survey located a ring ditch (probably that seen previously on aerial photographs), within the eastern part of the site, together with a possible marl or quarry pit and several other features which may be archaeological in origin. The geophysical survey results indicate that the eastern edge of the ring ditch has been impacted by the A32 to the east.

Copies of the archaeological assessment and geophysical survey reports which contain further detailed background information are held by the Winchester Historic Environment Record (*Gifford, 2007, West Meon Rural Housing, Hampshire: Archaeological Impact Assessment. Report No. 14481/AR/R01; ArchaeoPhysica Ltd, 2008, West Meon, Hampshire: Geophysical Survey Report. Report No. RDW071*).

The application site contains archaeological remains possibly relating to prehistoric funerary or settlement activity; there is also the potential for further archaeological remains within the site.

The ring ditch (and likely other archaeological remains present within the site), have been subject to previous disturbance, with no above ground remains surviving, furthermore, the ring ditch has also been impacted by the road. As such, it is my view that detailed archaeological investigation and recording forms the most appropriate mitigation strategy for archaeological remains present within this site.

I confirm therefore that I have no objection in principle to this proposal on archaeological grounds, in accordance with Policy HE.12 of PPS5 (Planning for the Historic Environment, 2010) and Policy HE.1 of the Winchester District Local Plan Review" subject to condition 6.

Ecology:

At the time of writing the report, ecological matters were still under investigation. The results will be reported to committee.

Head of Estates :

No objection. With regard to the requirement to make contributions towards Public Open Space and Hampshire County Councils Transport Infrastructure fund, in this case it is certain that the developer will not be able to afford contributions because the costs associated with the development are so great.

In this case the properties are being constructed to lifetime homes standards, which make them very much larger than typical dwellings built for the private market. Consequently the construction costs per dwelling are very high.

Clearly the houses are going to be built to a very high standard, while the cost is also a function of the need to provide retaining structures, on site sewage treatment and substantial landscaping. Undoubtedly this will be a very nice place to live; unfortunately

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the burdens which go with such developments such as highway and social infrastructure costs are being transferred to the public authorities.

Engineers: Drainage:

No Objection. The site can be drained in a satisfactory manner. The dwellings are to drain foul water to a mini treatment plant. The bulk of the storm water can be drained to soak ways but permeable paving should be used. Condition 3.

Engineers Highways:

No Objection: "The development is a housing exception site to provide 10 affordable dwellings. The application followed a detailed consultation exercise where a number of sites were considered and it was deemed that this site was favourable for a number of reasons.

I am aware that there have been a number of objections relating to highway safety and I have considered these in detail when dealing with this application. The site is to be accessed onto Marlands Lane, which is a rural unclassified access road. To the south it forms a Junction with Headon View and ultimately the A32. To the north, Marlands Lane serves a limited amount of residential units and Marlands Farm. The road then links north back to the A32.

The access onto Marlands Lane is to take the form of a simple junction. The Lane does not have any pedestrian facilities, however given the limited amount of traffic which uses this road, this is an acceptable situation to the south of the site is Headon View, which is a former local authority housing development. This is more conventional in design with footways and a footpath that links through to Church Lane where the Church and the local Primary School are located.

Headon View forms a junction with the A32 and there has been much concern raised about the safety of this junction. I am not aware of any accidents that have occurred at this junction in the last three years, but I do recognise that the junction is not ideal with regard to visibility. To the north, visibility can exceed the requirement set out in Manual for Streets with maintenance of the highway embankment on the north western side of the A32. I have requested that my colleagues at HCC deal with this issue should development commence and continue to maintain the embankment in perpetuity.

To the south west visibility is limited due to a fence set along the boundary of Walnut House. This direction is the more critical as this is the direction that vehicles will be approaching the junction. In accordance with standards I would expect visibility splays of 2.0m by 43.0m to be available, however this cannot be achieved to the nearside channel line. To the south, the A32 has a bend in the road and at this point there is no footway. Given the nature of this situation it will be possible to see cars approaching the site from a point 2.0m back from the A32, it will also be possible to see cyclist or motorcyclist approaching as they will not be hard into the channel line they will at least 1.0 m into the carriageway. Manual for Streets makes an allowance for this and suggests that when considering visibility, one must have regard to where the approaching vehicle will be within the carriageway. I am therefore satisfied that the junction will be acceptable to accommodate the limited amount of additional traffic movements which this proposal would generate, particularly in the peak hour periods.

With regard to the internal layout of the site, the road has been designed as a shared

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surface which is acceptable. The road will not be adopted as public highway and will remain in the ownership of the Housing Association in perpetuity. The number of car parking spaces fully accords with our recently adopted car parking standards. Secure and undercover cycle parking is to be provided in the form of sheds and allowance has been made for the turning requirements of a large service vehicle to ensure that it can enter and leave the highway in a forward gear.

The application is therefore acceptable from a highway point of view.

In addition the applicant will be required to provide a financial contribution of £28,625.00 in accordance with our adopted Transport Contributions Policy. This contribution will be put towards funding improvement that has been identified on our approved list of schemes. No planning consent should be granted until such time as this contribution has been secured ". Conditions 8, 9,10,11.

Environmental Protection:

No objection to the proposal subject to a condition regarding unexpected contamination.
Condition 2.

Landscape:

Raise no objection to the development. "This is a sensitive greenfield site within a semi-rural elevated edge of settlement location in the South Downs National Park. The site lies within the Upper Meon Valley landscape character area (ref: WCC LCA March 2004): long panoramic views are a feature of the character area. There are distant views of significant treed skyline features to South and South East e.g. old Winchester Hill and South East to Hen Wood from the site. Although it is unlikely that there are views of the site from these high points (also from across the valley) because of the topography and abundance of mature tree cover, this will need to be verified on site. Any development will need to respond positively to local landscape character/sensitivity where treatment of site boundaries, levels and overall appearance within the wider landscape context are main considerations.

Proposals:

- A robust 5.00m width landscape buffer along elevated N boundary has been provided which effectively contains dwellings, clearly defines built edge/open countryside and mitigates views of development when entering village from North on the A32. This planting continues along the eastern boundary to further contain development and to act as buffer to A32 when viewed from within. It will also provide filtered views through boundary screening and perception of roof tops/tree canopies from distance whilst keeping an open feel within the development. Regarding the type of planting, advice specimen/informal groups of native trees within a mixed indigenous deciduous/evergreen shrub understorey to ensure screening of the development when viewed at short and medium distance, including the main approach from the north into the village on the A32. As the boundary planting will be such an important element of the design in terms of maintaining and enhancing local character, it is strongly advised that these boundaries are planted in advance of any construction works on site to ensure that a screen is well established by the time the development is completed. This approach is dependent on the proposed access also being used as the temporary construction access. The details for the advanced planting may be considered as a condition should planning consent be granted.

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- Levels: the proposal to balance cut and fill is a sustainable approach which is to be welcomed providing there is no adverse impact on existing trees to be retained on site boundaries. Tree Officer to comment further under separate cover.
- Private garden boundaries: stockproof fencing with hedging is preferred to closeboarded fencing to maintain semi-rural local character.
- The large feature tree provides a positive focus for the central green space providing it is an appropriate size and species for the location. To confirm there are no proposed utilities within the green space.
- Existing landscape character: when visiting the site in September there appeared to be a wide diversity of ground flora within the existing grassland area. As the CTM wildlife ecology survey describes this area as only '*moderately species rich sparse grassland*' the Ecology Officer may wish to comment further". Conditions 4 and 5.

Landscape Trees:-

No objection subject to condition. Conditions 12 and 13.

Environment Agency:

No Objection. The Environment Agency has assessed this application as having a low environmental risk.

Natural England:

No Objection. Based on the information provided we can confirm that the proposed development is not near to any Sites of Special Scientific Interest (SSSI's) and therefore Natural England does not object to this planning application.

South Downs National Park:

Object to the proposal, they made the following comments:-

"The National Park Authority supports the provision of affordable housing in West Meon to meet the identified housing needs of West Meon, which would accord with the Authority's duty of fostering the social well-being of the communities within the Park. The Authority also acknowledges the Parish Council's support for the proposal and the fact that the site has been identified as a result of an extensive site search and consultation with the local community.

The Authority also considers the proposed housing to be well-designed, reflecting the characteristic building forms and materials of the village, and acknowledges that in the long term the proposed landscaping to the northern and eastern boundaries of the site would mitigate its impact on the landscape to an extent.

However, notwithstanding that proposed landscaping, the Authority considers that the development would represent an undue intrusion into the countryside and harm the distinctive landscape character and setting of the village. As such, it considers that the proposal conflicts with PPS1 and PPS7 and Policies DP.4 and H.6 of the Winchester District Local Plan Review, and be contrary to the guidelines in the South Downs Integrated Landscape Assessment for development in the Meon Valley character area.

The Authority also considers that the site is unsuitable for housing as it would be heavily overshadowed by the mature trees to the west of the site, which would provide an unsatisfactory residential environment, and/or lead to pressure to remove/reduce this distinctive planting. The Authority is concerned that the development would damage the

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character of Marlands Lane – a sunken lane, distinctive in the landscape of the National Park.

The Authority has not been party to any discussions on the selection of this site, and is therefore unable to conclude that this site is the only viable option or most suitable. After very careful consideration, the Authority considers that the need for this development and community engagement is outweighed by the harm to the landscape setting. Accordingly, the Authority objects to this application.

However, if, notwithstanding the Authority's objection, the Council is minded to approve this application, the Authority would wish to see the permission subject to a legal agreement to secure the retention of the affordable housing in perpetuity and conditions regarding:

- materials and finishes, which should be of good quality and locally distinctive;
- landscaping, both hard and soft, particularly in relation to the proposed planting along the northern and eastern boundaries of the site, which should be of native species occurring naturally in the area;
- the removal of permitted development rights for extensions to the properties, ancillary buildings and means of boundary treatment.

Southern Water:

No objection.

Strategic Housing:-

Support the proposal. "West Meon Parish Council has been seeking to address the housing needs of households with a local connection to the parish for a number of years following a parish based housing needs survey, undertaken by the Rural Housing Enablers, based at Community Action Hampshire, on behalf of the Parish Council in 2003. Winchester City Council has been working with the Parish Council to help achieve this, together with the Rural Housing Enabler and HydeMartlet.

The site in question is one of the original sites identified as potential exception sites for affordable housing. Its location within walking distance of the village hall and sports facilities, as well as the school, shop and other village amenities is ideal for such housing. It therefore offers an excellent opportunity to provide much needed affordable housing for local people in West Meon.

There are currently 23 households on the Hampshire Homechoice Housing Register with a local connection to West Meon parish. There has been a consistent need by local people for affordable housing in the parish since the previously mentioned housing needs survey in 2003.

A total of 8 possible sites in West Meon were visited and assessed by officers from Winchester City Council and the Rural Housing Enabler. Four sites were short listed as being both available and potentially suitable in planning terms. These were presented to the community at a Community Exhibition in November 2006, the purpose of which was to contribute to the selection of a site for affordable housing. Members of the community were asked for comments about the 4 sites. The site next to the A32 received the most support and fewest concerns or objections. At a subsequent meeting with representatives of all the parties (WCC, West Meon Parish Council, the RHE and Hyde) it was agreed

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that this was the best site to take forward to development for affordable housing for local people.

The site offers the opportunity to provide 10 affordable units for local people, all for social rent. The proposed mix of dwellings (4 x 1bed, 2 person flats; 1 x 1 bedroom, 2 person bungalow; 1 x 2 bed, 3 person houses; 2 x 2 bed, 4 person houses; and 2 x 3 bed, 5 person houses) relates well to the need of the households on the Housing Register. The mix has been discussed and agreed with Strategic Housing and the Parish Council, and was adjusted following comments given at the Community Exhibition in May 2010.

The site is well located with respect to the amenities and facilities within the village, including the village hall and primary school, and shops and other amenities which can be reached by foot or cycle.

It is good to see that the affordable housing units will meet the Code for Sustainable Homes level 3. They should also be Lifetime homes and aim to achieve the standards set by Building for Life. They should meet Housing Quality Indicator standards and the Secure by Design requirements. These are all standards required by the Affordable Housing SPD. It is not clear from the application whether these standards are achieved.

It would be preferable for the two and three bedroom houses to have a separate kitchen/diner. This would require a partition to be built in plots 1 and 2 between the kitchen and living room and the kitchen in plot 10 to be enlarged to create a kitchen/diner.

The new dwellings have been designed to reflect the character and qualities that exist in the village. The materials and detailing will produce high quality buildings whilst the energy and water efficiency features should mean they are economic to run for the residents.

The homes are being provided on an exception site in a rural village and fall within the HARA partnership. HARA officers have been involved in the project throughout its development, including officers from Winchester City Council, the Rural Housing Enabler and HARA's development partner, HydeMartlet. They have worked with the Parish Council and have undertaken a number of consultations with the local community regarding the choice of site and subsequently the proposals for the scheme. The most recent exhibition was held in May 2010 to consult on the design proposals prior to a planning application being made.

All the affordable homes will be secured for local people in perpetuity through a section 106 Agreement.

Campaign for the Protection of Rural England:

Object to the proposal_(comment copied below)

CPRE Hampshire strongly supports the principle of providing affordable housing in rural villages to meet identified local need. Our preference is that sites for such housing should be found within settlement policy boundaries, but accept that Rural Exception Sites for affordable housing will be necessary on occasion.

The advent of the South Downs National Park (SDNP) does not prevent all development of Rural Exception Sites within the national park area. Indeed, there is a duty to seek to foster the social and economic well-being of local communities. However, the purposes of the national park are to conserve and enhance the natural beauty, wildlife and cultural heritage of the national park area, and to promote opportunities for the public understanding and enjoyment of its special qualities. These purposes must be given

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great weight. Accordingly, some proposed Rural Exception Sites within the national park area will not be appropriate for development, however strong the need for affordable housing.

We accept that West Meon has an identified need for affordable housing, and that a Rural Exception Site might be appropriate, in principle, if no suitable site can be found within the settlement policy boundary. However, for the reasons stated below, the proposed site is not appropriate for development within the SDNP, having regard to the purposes of the national park. Accordingly, CPRE Hampshire objects to its development

Our reasons are:

- The village of West Meon is largely hidden in the landscape, but the proposed site is on rising ground to the north of the village, and would be clearly visible from the north, north east and in long distance views from the south. Accordingly its development would be an unacceptable intrusion into the countryside of the national park. Its development would not conserve and enhance the natural beauty of the area. The proposed landscaping would help to mitigate the impact, but would take many years to develop.
- Unlike the village itself, development on this site would be visible from public rights of way to the north and north east, and in long distance view from the South Downs Way. As such it would have an adverse impact on enjoyment by the public of the special qualities of the national park.
- Creation of an access off Marlands Lane to meet highway requirements could not avoid serious damage to this sunken lane of great character and distinctive of the landscape of this part of the national park.
- We are not satisfied that an alternative site with less adverse impact cannot be found.

Urban Design and Major Projects Officer:

Supports the proposal "This site has been chosen as a suitable exceptions' site following many years of investigation including a refusal at Station Road for principally highway reasons (reference 05/01801/FUL).

It was only considered to be a suitable site provided access was provided from Marlands Lane and significant planting (at least 5m belt) was incorporated along the north boundary and along the A32 frontage so that once established the green entrance to the village which is a defining characteristic of the village would be retained. Once the planting has established only the rooftops and chimneys of this new housing will be visible as you enter the village along the A32.

It was considered that providing an entrance to the development off the A32 would be very intrusive and would open up views of the development from the A32. This would be harmful to the character of the village and harmful to the character of the South Downs National Park.

During the course of negotiations the highway engineer considered that an access onto Marlands Lane would be satisfactory.

The whole development has therefore been designed to accommodate a new entrance from Marlands Lane which curves up into the site and encloses the housing giving access

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for service vehicles and car parking. The development therefore backs onto the A32 and the elevations facing this way will have few windows and in places the steep clay tile roofs come down to ground floor level. This gives a rural character to the development.

The front elevations which have more openings all face onto communal open space and away from the busy A32. This will be a comfortable sunny place and there is an opportunity to plant a large deciduous tree. There is a pedestrian connection from the open space which drops down to Marlands Lane in the SW corner, providing access to the village.

The roofs of the dwellings are to be predominantly plain clay tiles and some will be natural slate. The eaves will have exposed rafters in a dark colour. The elevations are to be predominantly red stock brick with projecting gables clad in timber. There will be some render. The windows and doors are all timber and will be recessed to provide shadowing. “

“This is an sensitive and attractive scheme for the village which will complement the local vernacular”

Representations:

West Meon Parish Council:- The Parish support the development.

1. There is extensive screening proposed around the site. Developers should ensure that this is fully carried out to protect the affordable houses from sight lines to the North, from the A32 and from the South and to provide an effective noise barrier.

2. The Road Safety Audit proposes a number of recommendations. The recommendations should be acted upon as far as possible to help the movement of traffic safely to and from the A32. The Developer should be obliged to cut back the vegetation which impedes the sight line to the North up the A32 when exiting from Marlands Lane and to keep the hedgerow maintained in this cut back state.

3. Construction traffic will pose a major problem for local residents. Developers should ensure that an agreement sets out that builders' vehicles are not parked in Headon View or residential areas adjacent during the construction phase. As far as possible, small delivery vehicles should be used due to the sensitive nature of the location and the relative narrowness of the access roads. Developers should ensure sufficient laydown areas within the site boundary to store both building materials and construction plant, so that movement and storage of these items has minimal impact on traffic and parking in the village.

4. Deliveries of building supplies and movement of large construction vehicles to and from the site should avoid conflicting with the start and end of the school day (08.30-09.30 and 15.00-16.00) as the location is near to parking spaces where parents drop children to walk to the local school.

5. No street lighting is proposed at present but it will be necessary. Any street lighting should be of low level-in both bulb glare and height of posts. Lighting should include a post at the junction of the entrance to the development and Marlands Lane.

As a non material consideration Members request that a condition is placed to ensure that all road surfaces are repaired to their former condition at the end of construction.

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Letter of Representation

25 letters received objecting to the application for the following reasons:

- The junction with Marlands Lane (The Old Road) and the A32 is a dangerous junction and have poor site lines. It is not suitable to serve the development. The junction is already well used by motorists visiting community activities and residents, the proposed development will create an additional 80 movements per day.
- The vehicle movements upon Marlands Lane (the Old Road) are high in number at the beginning and end of the school day; these vehicle movements could represent a danger to the future occupants. The increased number of traffic using Marlands lane will represent as danger to walkers and cyclists;
- Construction traffic will represent a danger to motorists, cyclists and walkers;
- Water pressure in the area is poor, the development will exacerbate this problem;
- The traffic survey by Crashnot solutions is inadequate;
- The site is within the National Park, and the development will be clearly viewable from the A32. The proposal is contrary to the Village Design Statement;
- Marlands Lane / The Old Road is single track and without passing places;
- The site would be better served with a direct access onto the A32;
- There is a problem with water run off within the Lane;
- There is a great change in levels between the development site and Marlands Lane.
- The development contains insufficient parking; this could result in overspill parking in the village.
- The traffic calming measures in the village have not slowed traffic within the area;
- There is no guarantee that the proposed housing will be lived in by local people;
- The proposed development will destroy the northern entrance to the village and the village is located within the South Downs National Park;
- The local school is over-subscribed;

It should be noted that the majority of the objectors to the proposed development acknowledged that they supported the principle of constructing affordable housing, however they still objected to the development on the basis of other grounds.

A petition containing 89 signatures from the residents of The Old Road, Headon View, and Wolverton Gardens objection to the increased use of the Old Road Junction has been received by the Council

George Hollingbery - MP:-

I have had a number of representations from residents of Old Road, West Meon and the surrounding housing about the above application. I would like to register the following comments:

The parish council seem to have taken a great deal of time and trouble to find out the views of residents on the provision of affordable housing for local people. My understanding is that the poll they conducted found that most residents felt that such development would be a good thing for the village.

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This accords with my own personal view that small scale provision of this sort is a vital part of the solution to the problems facing rural communities, not least of which is affordability of housing for local people on lower incomes. It is also very encouraging to see a village like West Meon engaging with its residents to see what they think.

So I personally welcome the proposed affordable housing and note further that the local District Councillor has also written to the planners welcoming the development.

There does though seem to be a potential problem with access. The assessment by CrashNot may or may not accord with guidelines for such studies but my view is that it was far too limited in scope and is highly unlikely to have picked up the potential issues of access across different times of the day. There are school runs to factor in, use of the Hall and recreation ground not to mention the very different conditions that can be present in different weather conditions.

Further it has been suggested to me that it might be possible to achieve access onto the A32 directly from the site within the 30mph limit.

Whilst not objecting to the provision of affordable housing on an exception site in this location, I do ask that further work is undertaken to ensure that a better solution is found to access issues.

Councillor C Thynne:-

Although, I am very much in favour of affordable housing for our local families who are at present unable to live in the community in which they were brought up, I have great reservations about the positioning of the access on the proposed site.

I made a site visit this week and the proposed access onto a country lane adjoining the A32 at a narrow junction close to a corner is not adequate for further traffic from a new development.

The Road Safety Audit of July 2010 by Crashnot Solutions only considered one hour of the day at this very busy junction and recommendations to “move the fence back to improve visibility” shows a lack of local knowledge as this fence is privately owned by a family who is not bound to move its boundary to suit developers’ proposals.

If the access was made directly onto the A32 at the middle of the plot with the correct visibility splays, then the traffic coming both ways would be clearly seen and furthermore would be still within the 30mph zone. In fact there is an argument that an access at this point would help maintain the speed restriction as well as creating a safer and more desirable entry and exit to the new proposed site.

I hope that my and many others’ views will be considered before this application is granted.

Relevant Planning Policy:

South East Plan 2009: CC4, CC6, H3, C2, NRM11

Winchester District Local Plan Review: DP1, DP3, DP4, CE5, CE10, DP9, H6, H7, HE1,

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HE2, HE4, RT4, T1, T2, T3, T4.

National Planning Policy Guidance/Statements:

PPS 1 Delivering Sustainable Development

PPS 3 Housing

PPS 7 Sustainable Development in Rural Areas

PPS 9 Biodiversity and Geological Conservation

PPS 11 Regional Spatial Strategies

PPG 13 Transport

PPG 16 Archaeology and planning

Supplementary Planning Guidance

West Meon Village Design Statement

South Downs Planning Guidelines.

Other Planning Guidance

Hampshire Biodiversity Action Plan

Hampshire Historic Landscape Assessment

Manual for streets.

Planning Considerations

Principle of development

The proposed development is considered to accord with the policies from the Winchester District Local Plan Review. It is considered that the development is of a high quality that responds well to the site's constraints and rural location within the South Downs National Park. It is the case that there is an identified need for further affordable housing within rural areas in the district and specifically within West Meon.

The proposed is for exceptions housing to be developed and managed by a Housing Association. Policy H6 of the Local Plan supports small scale affordable housing developments upon sites that would not normally be supported for open market housing. The policy requires that the housing is occupied by those that require social housing in perpetuity, and this application meets that requirement. It also requires that the site is well related to the existing settlement and that there is good access to local facilities. It is considered that the development site is well related to West Meon because it is reasonably close to the village boundary and that there is good access to local services via the use of a path that runs from Headon View towards the church and the local school to the west.

Policy H6 also requires that there are not other development sites within the settlement that could be used to accommodate the development. It is the case that this site was selected by the Local Parish after an extensive site selection exercise.

The policy also requires that the scale of nearby buildings and character of the adjacent settlement is respected. It is considered that the proposed development is of a high quality nature. The layout is considered to respect the site's constraints and will help to ensure that the proposed development will not appear to be excessively prominent when viewed from the A32 to the east of the site or from long views within the area. This is because the proposal includes substantial amounts of planting to reflect the character of

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the A32 to the north and reduce the prominence of the proposed built form. The proposed layout, with a central communal area, will also provide a high quality environment for the future occupants. The two storey scale of the majority of the buildings, with narrow floor plans and external design features that respond to the character of rural buildings within the area, should provide an attractive form of development.

The proposal also includes a mix of dwelling sizes as required by policy H7 and the proposed density of 25 dwellings per hectare makes efficient use of the land whilst allowing for substantial amounts of open space and landscaping. The proposed development is also considered to meet the requirements of policy DP3 because it avoids a cramped form of development and also respects the rural character of the area.

It is further considered that the proposed development meets the requirements of the West Meon Village Design Statement. This is because the scheme will not impact upon identified important views or harm views of the wider countryside. Furthermore, due to the rural scale of the development, location of existing trees and addition of further planting, the proposal will not harm the character of the landscape surrounding West Meon. The Village Design Statement identifies that sunken lanes are a common feature within the area. It is considered that the proposed works to increase the size of the vehicular access and creation of a pedestrian access will not fundamentally harm the appearance or character of Marlands Lane (The Old Road) immediately to the west of the site.

With regard to the requirement to make contributions towards Winchester City Councils' Public Open Space scheme and Hampshire County Council's Transport Improvement scheme, Hyde Housing Association (the applicant) have stated that, in financial terms, the development of the scheme does not allow for contributions to be made. The Head of Estates has reviewed the financial viability information provided by the applicant. He has advised that, because of the high quality nature of the proposed dwellings, the aim to provide flexible accommodation which can be adapted to meet future needs, and the proposition of substantial landscaping, the build costs are higher than would normally be expected. In this instance it is considered that an exception should be made and the requirement for the applicant to make a contribution towards the above mentioned schemes can be disposed with on the grounds that the scheme would provide much needed affordable housing. In reaching this conclusion officers have taken into account that the provision of affordable housing units is a corporate priority.

Design/layout

The design and layout of the proposal is considered to respond well to the site's constraints and opportunities. The rural scale of the development will ensure that the rural character of the area is respected.

The layout has been designed so that the built form is located centrally within the site around a communal open area with a large central tree. This has allowed sufficient space to be provided between the proposed built form and the existing belt of trees on the site's western boundary, this should ensure that they are retained and not harmed by the development. The proposed buildings are located within close proximity to one another, which is a characteristic often seen in rural areas. Also the scheme has been designed so that it does not 'address' the A32 so that it does not appear to be excessively prominent from the road. There is concern locally that the access for the proposed development should be from the A32. This is not considered to be appropriate

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because it would introduce a prominent access that would harm the rural character and appearance of the area and road.

The proposed layout also allows for substantial planting on the eastern boundary with the A32. This is important because the planting will reflect the character of the road further to the north, where there is existing trees and dense hedgerow. Furthermore the boundary planting will help to soften the appearance of the proposed built form. It is considered that once the landscaping is established, the main features of the development that will be viewable will be the roofs and chimneys serving the dwellings set amongst a landscape frame.

The proposed car parking and turning areas are located in dispersed peripheral locations, in relation to the proposed buildings. This is to ensure that the communal open area is the obvious main feature in the site and to ensure that parked vehicles do not visually dominate or harm the character of the scheme.

With regard to the design of the buildings it is considered that they are reflective of the rural area and also accord with the general guidance set out in the West Meon Village Design Statement. Narrow floor plans have been proposed to ensure that the buildings are not excessively tall and features such as steep roof slopes, half hipped gables, and open eaves are included to respect the rural character. The proposed use of plain clay tiles, timber window frames, pale render, red facing brick and timber weatherboarding are considered to be acceptable and are common within rural areas.

Impact on character of area and neighbouring property

It is considered that whilst the proposed buildings will be viewable from the A32 to the east, from glimpsed views from the lane to the west, and also from higher ground above West Meon, the proposal will not harm the character of the village, conservation areas or the South Downs National Park.

This is because the site is located near to existing buildings and the site will be enclosed by planting so it should not appear to be isolated or unacceptably prominent. The concern from the South Downs National Park Authority (SDNPA) and Council for Protection for Rural England (CPRE) is that the proposal will visually harm the South Downs National Park and they are not convinced that this is the only site suitable for exception housing in West Meon. For the various reasons explained above, it is considered that the development has been carefully designed to respond positively to its setting on the edge of the village. Whilst the scheme would not be totally screened from view, it is considered that it would be sympathetic to the visual amenities of the area. It is unfortunate that the SDNPA were not involved in the significant pre-application work undertaken by Strategic Housing, HARAH, Community Action Hampshire, Planners, Engineers and the Parish Council and the local events which helped informed the site selection process. Whilst officers recognise the concerns raised by the SDNPA and the CPRE, officers are satisfied that the site selection process was rigorous, and that this site is suitable for exception housing.

The scheme has been carefully designed so that the buildings are reflective of the rural area. Where there is the most potential for the site to be viewed (which is from the A32) single storey elements and low eaves have been proposed. Also many of the buildings elevations that face away from the central communal garden area are of a simple and plain appearance. This is to ensure that excessive fenestration does not draw

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unnecessary visual attention to the scheme.

The proposed development will not harm nearby dwellings in terms of overlooking, noise generation and activity, loss of light or visual prominence as there is sufficient distance between the new and existing houses.

Landscape/Trees

The proposed development is not considered to harm the trees upon the site's eastern boundary with Marlands Lane of the trees and vegetation within the land to the south of the site.

The Landscape Officer has reviewed the proposal and considers that it is acceptable. The proposed landscaping buffer between the proposed dwellings and the A32 will allow the scheme to integrate well with the rural character and appearance of the area.

Highways/Parking

The Highway Officer has examined the proposal and considers that it is acceptable.

The proposed access with Marlands Lane (The Old Road), which is an unclassified road, affords acceptable levels of visibility and is considered to be acceptable. The proposed pedestrian access with Marlands Lane will ensure that pedestrians have easy access to Headon View and a safe walk into the village centre that avoids walking alongside the A32. Whilst there is not a pavement along Marlands Lane, it is considered that pedestrians walking the short distance between the proposed path and Headon View should be able to do so safely, because the lane is wide enough for a vehicle and a pedestrian to pass and because the amount of traffic using the lane is relatively low. The Highway Officer has also confirmed that Hampshire County Council can regularly sweep the road, as they do elsewhere, to clear away debris from trees that otherwise appears to narrow the carriageway.

The proposed development will generate an increased level of traffic using the junction between Marlands Lane and the A32. This matter has drawn a great deal of local objection. The Highway Officer has carefully considered the use of this junction. Whilst he considers that it is not ideal he is not aware of accidents occurring at the junction during the last three years. Visibility in the northern direction, along the A32, exceeds the requirements as set out in Manual for Streets (this will require Hampshire County Council to maintain a section of the Highways verge).

To the southerly direction, along the A32, visibility is limited due to an existing fence serving a nearby property. It would be normally expected that visibility of 2.0m back from the carriageway by 43.0m be provided. In this case, this is not achievable in the nearside channel. To the south, the A32 has a bend in the road as vehicles leave the village centre, and there is no footway. Given this situation it will be possible to see cars approaching the junction from 2.0m back. It will also be possible to see motorcyclists and cyclists approaching because they will not be hard into the nearside channel. It should also be borne in mind that vehicles heading towards the junction from the south are leaving a 30mph speed restricted area. For these reasons it is considered that the junction is able to accommodate the increased levels of traffic associated with the new development at peak and off peak times, without materially harming highway safety.

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The proposed layout, with shared surfacing and communal parking areas, is considered to be acceptable. The proposed levels of parking provision meet current parking standards and there is sufficient space for vehicles, including service vehicles to manoeuvre within the site.

Other Matters

The Drainage Officer and Southern Water have both reviewed the proposal and consider that it is acceptable.

Conclusion

In conclusion, there is an identified need for further affordable housing within the district and in the West Meon Area. The site has been selected for development by the Parish Council and extensive pre-application discussions have taken place between Winchester City Council, Hyde Martlet Housing Association and the Parish Council.

The proposed development for rural exceptions housing, accords with policy H6 of the Winchester District Local Plan Review. It is considered that the proposed layout and design of the buildings are both acceptable and relate well to the site's rural location. Whilst it will be possible to view the proposed development from outside of the site it is considered that the scheme will not harm the character of the area and would not be prejudicial to the statutory purposes of the Park's designation:

- To conserve and enhance the natural beauty, wildlife and cultural heritage of the area
- To promote opportunities for the public understanding and enjoyment of the area

The proposed access from Marlands Lane (The Old Road) is considered to be acceptable and the nearby junction with the A32 is suitable to accommodate the additional traffic originating from the development.

Recommendation

Planning Obligations/Agreements

In seeking the planning obligation for affordable housing the Local Planning Authority has had regard to the tests laid down in Circular 05/2005 which requires the obligations to be necessary; relevant to planning; directly related to the proposed development; fairly and reasonably related in scale and kind to the proposed development and reasonable in all other respects.

Application permitted subject to:-

(i) A legal agreement to secure the provision of 10 no. affordable dwellings in a form to be agreed with the Head of Legal Services

(ii) the following condition(s):

Conditions

1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

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Reason: To comply with the provisions of Section 91 (1) of the Town and Country Planning Act 1990 (as amended).

2 Development shall cease on site if, during any stage of the works, unexpected ground conditions or materials which suggest potential contamination are encountered, unless otherwise agreed in writing with the Local Planning Authority. Works shall not recommence before a site assessment has been undertaken and details of the findings along with details of any remedial action required (including timing provision for implementation), has been submitted to and approved in writing by the Local Planning Authority. The development shall not be completed other than in accordance with the approved details. NB - potentially contaminated ground conditions include infilled ground, visual evidence of contamination or materials with an unusual odour or appearance.

Reason: In order to secure satisfactory development and in the interests of the safety and amenity of future occupants.

3 Detailed proposals for the disposal of foul and surface water (including the sewerage treatment plant and drainage field) shall be submitted to and approved in writing by the Local Planning Authority before the commencement of the development hereby permitted. The approved details shall be fully implemented before the the first occupation of the dwellings. The approved information shall be fully adhered to unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the site can be adequately drained.

4 No development shall take place until details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. These details shall include the following, as relevant:

- existing and proposed finished levels or contours;
- means of enclosure;
- other vehicle and pedestrian access and circulation areas;
- hardsurfacing materials;
- minor artefacts and structures (eg. street furniture, play equipment, refuse or other storage units, signs, lighting etc);
- proposed and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines etc, including lines, manholes, supports etc.)

Soft landscape details shall include the following as relevant: (Sub Para)

- planting plans:
- written specification (including cultivation and other operations associated with plant and grass establishment:
schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate:
- retained areas of grassland cover, scrub, hedgerow and woodland:
- manner and treatment of watercourses, ditches and banks:
- implementation programme:

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Reason: To improve the appearance of the site in the interests of visual amenity.

5 All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out before the use hereby permitted is commenced and prior to the completion of the development or in accordance with the programme agreed with the Local Planning Authority. If within a period of five years after planting any tree or plant is removed, dies or becomes, in the opinion of the Local Planning Authority, seriously damaged, defective or diseased another tree or plant of the same species and size as that originally approved shall be planted at the same place, within the next planting season, unless the Local Planning Authority gives its written consent to any variation.

Reason: To ensure the provision, establishment and maintenance of a reasonable standard of landscape in accordance with the approved designs.

6 No development, or site preparation prior to development which has any effect on disturbing or altering the level or composition of the land, shall take place within the site until the applicant (or their agents or successors in title) has secured and implemented a programme of archaeological work in accordance with a written scheme of investigation to be submitted by the applicant and approved in writing by the Local Planning Authority. Unless otherwise agreed in writing by the Local Planning Authority.

Reason:- To ensure that the archaeological interest of the site is properly safeguarded and recorded.

7 Prior to the commencement of development, the following details shall be supplied too and approved in writing by the Local Planning Authority. Plans / elevations at a scale of 1:20 of the following details

- (i) Chimney details in stock brick
- (ii) Open timber eaves coloured dark grey or black
- (iii) Timber Windows and doors which have 100mm reveals
- (iv) Porch detail which shall be constructed of timber and clay tile/natural slate

Reason: To ensure a high standard of development in the interests of respecting the rural character of the area and rural character and appearance of the proposed development.

8 Details of measures to be taken to prevent mud from vehicles leaving the site during construction works being deposited on the public highway shall be submitted to and approved in writing by the Local Planning Authority and fully implemented before development commences. Such measures shall be retained for the duration of the construction period. No lorry shall leave the site unless its wheels have been cleaned sufficiently to prevent mud being carried onto the highway.

Reason: In the interests of highway safety.

9 Details of provisions to be made for the parking and turning on site of operative and construction vehicles during the period of development shall be submitted to and approved in writing by the Local Planning Authority and fully implemented before development commences. Such measures shall be retained for the construction period.

Reason: In the interests of highway safety.

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10 Prior to the completion of development a cut off drain shall be provided to prevent the egress of surface water onto the public highway.

Reason: In the interests of highway safety.

11 The parking spaces hereby approved shall not be used for any other purpose than the parking of cars.

11 Reason: To ensure the provision and retention of the parking spaces in the interests of local amenity and highway safety.

12 Protective measures, including fencing and ground protection, in accordance with the Arboricultural Impact Appraisal and Method Statement reference TF/DR/805 written by Guy Exley of Tree Fabrik and submitted to the Local Planning Authority shall be installed prior to any demolition, construction or groundwork commencing on the site.

The Arboricultural Officer shall be informed once protective measures have been installed so that the Construction Exclusion Zone (CEZ) can be inspected and deemed appropriate and in accordance with TF/DR/805. Telephone 01962 848428.

The Arboricultural Officer shall be informed prior to the commencement of construction of special surfacing under tree canopies so that a pre commencement site visit can be carried out. Telephone 01962 848428.

No arboricultural works shall be carried out to trees other than those specified and in accordance with Method Statement TF/DR/805.

Any deviation from works prescribed or methods agreed in accordance with Method Statement TF/DR/805 shall be agreed in writing to the Local Planning Authority.

Reasons: To ensure protection and long term viability of retained trees and to minimise impact of construction activity

13 No development, or site preparation prior to operations which has any effect on compacting, disturbing or altering the levels of the site, shall take place until a person suitably qualified in arboriculture, and approved as suitable by the Local Planning Authority, has been appointed to supervise construction activity occurring on the site. The arboricultural supervisor will be responsible for the implementation of protective measures, special surfacing and all works deemed necessary by the approved arboricultural method statement. Where ground measures are deemed necessary to protect root protection areas, the arboricultural supervisor shall ensure that these are installed prior to any vehicle movement, earth moving or construction activity occurring on the site and that all such measures to protect trees are inspected by the Local Planning Authority Arboricultural Officer prior to commencement of development work.

Reason: To ensure protection and long term viability of retained trees and to minimise impact of construction activity

14 No development shall take place until details and samples of the materials to be used in the construction of the external surfaces of the buildings hereby permitted and hard

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standing areas hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure that the development presents a satisfactory appearance in the interests of the amenities of the area.

15 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 as amended by the Town and Country Planning (General Permitted Development) (Amendment) (No.2) (England) Order 2008 (or any Order revoking and re-enacting that Order with or without modification) no development permitted by Classes A,B,C,D,E of Part 1, or Classes A,B of Part 2 of the Order shall be carried out without the prior written consent of the Local Planning Authority.

Reason: To protect the amenities of the locality and to maintain a good quality environment.

16 The development shall use the following unless otherwise agreed in writing by the Local Planning Authority:-

- (i) Small plain clay tiles;
- (ii) Timber window frames;
- (iii) Bonnet tiles for the ridge serving the roof;
- (iv) Rolled Tarmac with rolled gravel;
- (v) Block Pavior for the parking area;
- (vi) Window frames that are recessed by a minimum of 75cm from the external elevation;
- (vii) Stock proof fencing rather than timber panelled fencing or close board fencing;

Reason: To ensure a high standard of development in the interests of respecting the rural character and appearance of the area and proposed development

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:-

Winchester District Local Plan Review 2006: DP1, DP3, DP4, CE5, CE10, DP9, H6, H7, HE1, HE2, HE4, RT4, T1, T2, T3, T4.

South East Plan 2009: CC4, CC6, H3, C2.

3. All building works including demolition, construction and machinery or plant operation should only be carried out between the hours of 0800 and 1800 hrs Monday to Friday and 0800 and 1300 hrs Saturday and at no time on Sundays or recognised public holidays. Where allegations of noise from such works are substantiated by the Environmental Protection Team, a Notice limiting the hours of operation under The Control of Pollution Act 1974 may be served.

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4. During Construction, no materials should be burnt on site. Where allegations of statutory nuisance are substantiated by the Environmental Protection Team, an Abatement Notice may be served under The Environmental Protection Act 1990. The applicant is reminded that the emission of dark smoke through the burning of materials is a direct offence under The Clean Air Act 1993.
5. The applicant is advised that a licence will be required to carry out highway works. Please contact: Hampshire Highways, Central Depot, Bar End Road, Winchester, SO23 9NP. (Telephone: 01962 892850).