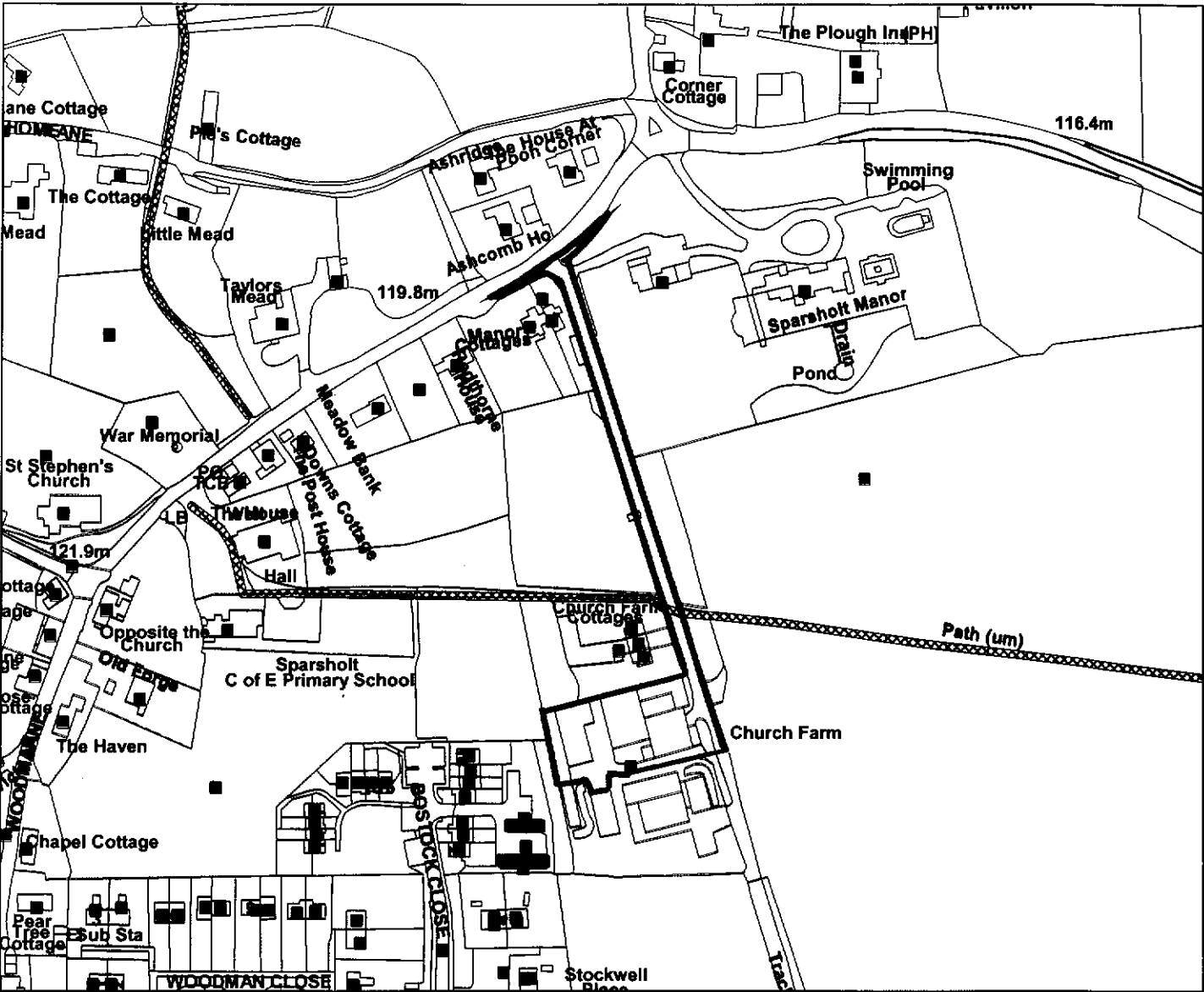


Church Farm, Woodman Lane, Sparsholt

10/02851/FUL



Legend

Scale:



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Organisation	Winchester City Council
Department	Development Services
Comments	
Date	27 October 2011
SLA Number	00018301

WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA

Item No: 2
Case No: 10/02851/FUL / W18849/03
Proposal Description: (AMENDED PLANS-23/09/11) Proposed redevelopment comprising 7 no. dwellings (to include 3 no. affordable) and conversion of existing redundant farm building to form 1 no. further dwelling
Address: Church Farm Woodman Lane Sparsholt Hampshire
Parish, or Ward if within Winchester City: Sparsholt
Applicants Name: Trustees Of D Martineau Will Trust
Case Officer: Nick Parker
Date Valid: 13 December 2010
Site Factors: Sparsholt Conservation Area
Civil Aviation
Conservation Area
Recommendation: Application Permitted

General Comments

The application is referred to the Planning Development Control Committee due to the number of objections received and at the request of the Local Ward Member and Parish Council (formal requests appended to this report).

Amended plans received 23rd September 2011 indicating the following changes to the original scheme:

- Amended design to unit 2
- Additional landscaping to courtyard area

An application for Conservation Area Consent relating to demolition of the agricultural buildings ref. 10/ 02852/LBC is to be determined alongside this application (see relevant report).

Site Description

Church Farm consists of a number of historic and modern farm buildings located down an unmetalled track off Woodman Lane, in the Sparsholt Conservation Area towards the south east side of the village. The site is within the settlement boundary of Sparsholt as defined in the adopted Winchester District Local Plan Review.

There is a row of three C19 brick cottages – Church Farm Cottages – to the immediate north of the farm buildings, on the west side of the track. The cottages, and the northern part of the farm, are included in the conservation area at its southern extremity, the boundary passing from east to west along the southern edge of the first range of buildings, closest to the cottages.

The land to the south and east of the farm, outside the conservation area, is open arable fields which fall away steeply in each direction leaving the farm as a prominent feature in longer views from these directions. As a result of the change in level the farm buildings also stand at two different levels: four buildings of large footprint on the upper level

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closest to Church Farm Cottages, and five buildings with a smaller footprint on the lower level. Only the upper level buildings are the subject of the current applications.

To the north of the cottages is an open paddock linking the site with the rear gardens of properties on the south side of Woodman Lane. A public footpath runs along the south side of the paddock and across the track to the east of the site. To the north of the eastern part of the footpath are the grounds of Sparsholt Manor, a grade II listed building.

The site is located within the settlement boundary of Sparsholt as defined in the adopted Winchester District Local Plan.

Proposal

The proposals comprise the provision of 8 new dwellings (to include 3 affordable units), including the conversion of a former agricultural barn.

The amended proposals have been revised from the refused scheme (ref. 09/01664/FUL) and now show the retention and conversion of the remaining historic farm building on the site to residential use, and omit the three houses previously proposed closest to Church Farm Cottages.

A single dwelling (revised design) would be set at right angles to the access track, set forward from the building line of Church Farm Cottages but on the building line of the retained farm building, which would be converted to residential use.

Six dwellings (in a single block) would be set towards the western extremity of the former farmyard. Between the block of six houses and the single dwellings would be two covered parking enclosures with the structure on the south side of the courtyard being larger than the northern one. Three of these six units (units 6-8) are proposed as affordable homes.

The central yard would contain open parking and the development would be separated from the access track by gates. Some landscaping is now proposed within the central courtyard and the proposed surface of the courtyard has been revised to show a bonded flint shingle material.

Vehicular access is proposed to the site via the existing non-metalled track leading to Woodman Lane approximately 180m to the north of the site. The existing farm track will be widened to a minimum of 4.8m width on its western side only and reconstructed to adoptable standards but would remain private.

The application is supported with the following information:

- Design and Access Statement
- Transport Statement
- Ecological Scoping Survey and updated bat report
- Updated Drainage Strategy
- Statement of Community Involvement
- Statement of Changes
- Structural Assessment of former Livestock building
- Arboricultural Report
- Artists impressions

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Relevant Planning History

The previous application was refused planning permission in December 2009 ref. 09/01664/FUL. The proposals related to the demolition of existing farm buildings and erection of 11 no. dwellings including 4 no. two bed, 2 no. three bed and 2 no. four bed, and including 2 no. two bed and 1 no. three bed affordable houses, and car ports, car parking and improved access. A copy of the proposed layout of this scheme is appended to this report alongside the current proposed layout.

Planning permission was refused on 1st December 2009 for the following reasons:

- 1 The proposed development would have a detrimental impact on the character and appearance of the conservation area due to its formal and regimented layout and has a lack of regard to the character and existing informal arrangement of buildings, spaces and topography of the immediate environment. Furthermore the proposed car parking area to serve plots 9-11 would encroach into an existing paddock and would have a detrimental impact on the open nature of the environment that is an important characteristic of the conservation area. The development is therefore contrary to policies HE4, HE5, HE7 and HE8 of the Winchester District Local Plan Review and contrary to PPG15.
- 2 The proposed development is considered to erode the rural setting of the wider countryside area due to the encroachment of development into existing open spaces and is therefore contrary to policies CE5 and DP4 of the Winchester District Local Plan Review and contrary to PPS7.
- 3 The proposed development would lead to an inappropriate and un-neighbourly relationship between existing and proposed properties that would have a harmful impact on residential amenity in relation to the loss of privacy through overlooking. The development is therefore contrary to policy DP3 of the Winchester District Local Plan Review.
- 4 In the absence of sufficient survey information to demonstrate that the development would not adversely affect the ecology of the site the development is considered unacceptable and contrary to policy CE10 of the Winchester District Local Plan Review.
- 5 In the absence of an appropriate legal agreement to secure financial contributions towards public open space the proposal is contrary to Policy RT4 of the Winchester District Local Plan Revised 2006 in that it fails to make adequate provision for public recreational open space to the required standard, and would therefore be detrimental to the amenities of the area.
- 6 In the absence of an appropriate legal agreement to secure financial contributions towards appropriate highway improvements the proposals are contrary to policy DP.9 of the Winchester District Local Plan Review in that it fails to make adequate provision for improvements to transport and the highway network in accordance with Hampshire County Council's Transport Contributions Policy 2007, such provision being required in order to mitigate for the additional transport needs and burden imposed on the existing

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network arising from this development.

7 The proposal is contrary to Policy H.5 of the Winchester District Local Plan Review in that it fails to make adequate provision for affordable housing and would therefore be detrimental to the objectives of the Local Plan and PPS3 to ensure that appropriate provision of affordable housing is achieved within relevant residential developments.

Consultations

Head of Historic Environment – No objection subject to conditions that ensure high quality, traditional materials and detailing, befitting its sensitive context, are employed for the scheme (including traditional load-bearing flint-work, not precast flint panels).

WCC Engineers: Highways: - No objection subject to conditions. As with previous larger scheme principle of development considered acceptable subject to conditions.

WCC Engineers: Drainage: - No objection to the provision of the new sewage treatment plant in the field opposite side of Church Farm Lane.

Head of Environmental Protection: No objection subject to land contamination conditions.

Head of Landscape and Open Spaces: The revised scheme for a reduced number of dwellings is an improvement on the previous application. However, concerns remain regarding potential adverse impact on trees, landscape character, the Conservation Area and its setting.

No objection to amended plans.

Environment Agency: Following the receipt of the Desk Study Report 27th June 2011 - No objection to proposals subject to conditions relating to the control of contamination to controlled waters.

HCC Ecology: Awaiting further clarification in relation to timings of surveys and Committee will be updated accordingly. Once received and satisfied then no objection subject to a condition securing a scheme of biodiversity enhancements.

Southern Water: Comment in relation to the implementation of sustainable drainage systems.

HCC RoW: Original objection – Lack of safety measures at the junction of the improved access road with Sparsholt public footpath no. 5.

Following discussions. objection remove subject to a condition requiring traffic calming measures and appropriate warning signs to be installed in order to protect the safety of users of the existing footpath.

Representations:

Sparsholt Parish Council - Object

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- The proposal is of too urban a design to accord with Policy DP.3, as it does not respond to the character of the local area
- The scale and visual impact of the development does not accord with Policy HE.4
- The provisions for infrastructure do not accord with Policy DP.9 i.e. the sewerage system would be located on an adjacent area of agricultural land outside of the development envelope.
- Road safety and transport issues in Policy T.2 are inadequately addressed by the proposed development
- Safety concern with additional traffic and conflict with pedestrian users of footpath serving local school.
- The Parish Council objects to the removal of significant trees within the development, which is in conflict with the Village Design Statement
- The proposal does not include the use of local materials, which is in conflict with the Village Design Statement (DG16)
- Suggest removal of permitted development rights if minded to grant planning permission.
- Request that the application be referred to the Planning Committee for determination given the significance of the development and for a site visit to be made.

18 letters received in relation to the original and amended plans objecting to the application for the following reasons:

- Safety concerns raised regarding increased traffic load, particularly on Woodman Lane which is not wide enough for traffic travelling in opposite directions to pass at the point of intersection with the site access road, and there is no safe pedestrian access
- The site access is too close to a blind bend
- The public footpath (footpath no.5) is used daily by schoolchildren, and its use will be impeded by increased traffic
- Increased vehicular movement will be detrimental to the rural character of the village
- There are insufficient access provisions for removal vans and delivery vehicles
- The traffic survey should be repeated during peak hours
- Insufficient parking space is proposed, which will result in overflow parking in the village hall car park
- Concerns raised that the development sets a precedence for development which will detriment the rural character of the village
- Concern that the village already has enough residential dwellings
- The high density, urban style gated community is out of character with the village. It does not preserve the historic pattern of development of the village, or pay homage to the previous farmyard setting
- Development in the village centre will impinge upon Sparsholt's spacious character by interrupting views of agricultural land and the Church
- This housing extension on the village fringe will adversely affect the appearance of the village when viewed from the open countryside from the east. The rooflines of the proposed development are such that the mass of buildings will dominate the surrounding locality
- The development would adversely affect the setting of the existing cottages that have been identified as positive buildings by the Character Appraisal and Management Strategy Document for the Sparsholt Conservation Area

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- The development has too many hard surfaces and brick walls instead of hedges, which are more appropriate for a rural area
- The development is at odds to the Village Design Statement, to which the majority of the village are in agreement
- Concern is raised over the potential loss of trees
- Concern for the impacts on badgers, newts, smooth snakes, grass snakes, little owls and tawny owls in the area
- Concern for bats in the area, which nest in the old farm buildings
- Permission for this development would be at odds with the previous proposal for a cycle track which was refused on the grounds of its impact on the wildlife
- The local school is already over subscribed
- The drainage system cannot be accommodated within the reduced red line boundary, and the existing village sewerage plant is already full to capacity
- The village suffers from problems with water supply, and cannot serve an additional development

Relevant Planning Policy:

South East Plan 2009

SP3 (urban focus for development), CC4 (sustainable design and construction), CC.6 (character of the environment), H.1 (housing provision), H.3 (affordable housing), H.4 (housing mix), H.5 (housing design/density), T4 (parking), NRM 1-5 (water and biodiversity), BE4 (role of small rural towns), BE6 (management of the historic environment)

Winchester District Local Plan Review

DP3 (design), DP4 (landscape), DP9 (social and physical infrastructure), CE5 (landscape character areas), CE10 (habitats and species), H3 (defined policy boundaries), H5 (affordable housing), H7 (density and housing mix), RT4 (provision of public open space), T1 (sustainable transport), T2 (access) and T3 (layout).

Supplementary Planning Guidance:

- Sparsholt Village Design Statement (Draft)
- Sparsholt Conservation Area Character Appraisal and Management Strategy (CACA),

National Planning Policy Guidance/Statements:

- PPS3, PPS5, PPS7 and PPG13

Planning Considerations

The main planning considerations relate to:

- The principle of development
- The impact of the development on the historic environment
- The impact of the development on the wider countryside setting
- Highway impact
- Drainage
- Ecology
- Residential amenity
- Public Open Space and highway contributions

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Principle of development

The site lies within the defined built-up area of Sparsholt (policy H3) and as such the principle of the residential redevelopment of the site is acceptable in accordance with policy H3 of the WDLPR. The net density and housing mix is also considered acceptable as 50% of the units are 2 bed properties in accordance with policy H7 of the WDLPR. The provision of three affordable housing units is welcomed particularly given that the Council's Rural Housing Development Action Plan (August 2009) indicated that there were 29 households with a local connection to Sparsholt in need of affordable housing and the current Housing Register indicates a similar level of local housing need. The proposed affordable housing provision of 37.5% of the net total exceeds the 30% minimum requirement which is in accordance with policy H5 of the WDLPR.

Impact on the conservation area and setting of nearby listed buildings

The revised proposals involve the retention and conversion of the remaining historic farm building on the site, and omit the three houses previously proposed closest to Church Farm Cottages. A single dwelling would face onto the access track, set forward from the building line of Church Farm Cottages, and six dwellings (in a single block) would be set towards the western extremity of the former farmyard. Between the block of six houses and the single dwellings would be two covered parking enclosures. The central yard would contain open parking and the development would be separated from the access track by gates. The 6 new residential buildings (Units 3-8) would be contained in one building of two storeys and the proposed materials relate to brick, flint and timber boarding with slate roofs. Windows and doors would be timber. The conversion of the existing brick-built barn (Unit 1) would employ similar materials (brick, timber and slate) and a separate single dwelling (Unit 2) in the south-east corner of the application site would be of two storeys in brick with tile hanging and a tiled roof. The proposed courtyard would be covered in a thin layer of flint shingle over a hoggin/gravel and parking spaces would be delineated with stone setts. Tree and shrub planting is also proposed within the courtyard area defining boundaries with the residential properties and car parking area.

It is acknowledged that the Church Farm site is located in a sensitive context, within the conservation area (for the most part), and on the southern boundary of the village at its boundary with the open countryside, affording important long views of the settlement in its rural setting. Historic maps make it clear that the historic form of the site was (albeit with different structures) always an irregular and informal arrangement or grouping of buildings of varying footprints. The principal large farm buildings were disposed along the north and west sides of the site, in an informal 'L'-configuration, with smaller buildings on part only of the east and south sides. In historic farmstead terminology, this appears to have been a variant on the typical Hampshire 'loose courtyard' form of farm holding. The present buildings, with the exception of the brick-built barn, cover more of the site and are individually of a larger footprint than those they replaced.

The revised application proposal adopts a more informal arrangement of buildings and spaces than the refused scheme, which is considered a significant improvement and now reflects the historic context of the site and general character of the area. The layout of the development is therefore considered to be appropriate for this site.

The brick built barn on the north-east corner of the former farmyard is identified in the *Sparsholt Conservation Area Character Appraisal and Management Strategy (2008)* as

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making a positive contribution to the character and appearance of the Sparsholt Conservation Area. The brick built barn is now proposed for retention and conversion to a separate dwelling which is considered a further improvement to the refused scheme. The submitted survey report on the condition of the building confirms that this can be accomplished without substantial rebuilding, although it is acknowledged that the west end of the building requires some reconstruction as a result of earlier demolition associated with the modern farm buildings on the site. The conversion of the brick-built barn is welcome, and retention of its essential features, such as the ridge ventilators and pattern of fenestration, would maintain its positive contribution to the character and appearance of the conservation area.

The design and form of unit 2 located along the frontage of the development has been amended and is now considered acceptable. The most recent revisions have reduced the height of the building, and simplified its footprint, which is now more sympathetic to the rural context of the development. These changes are considered beneficial in mitigating its impact in views from the south, where the timber boarding and tiled roof will form a traditional element in the landscape. Consequently, as now proposed, unit 2 would have a rustic character sympathetic to its setting on the village edge.

The scale and massing of the building containing multiple dwellings (Units 3-8) is less than that of the existing modern farm buildings and is described in the Design & Access Statement as "not intended to be a replica for a Hampshire barn, but a modern building which draws its inspiration from traditional rural buildings typical of this area". The form and elevational treatment of the building, which combines brick, timber and flint under a slate roof, has a sufficiently vernacular character not to appear incongruous in this rural setting. The Council's Head of Historic Environment recommends that permitted development rights for roof lights should be removed through condition in order to maintain the uninterrupted roof plane of this building and this is considered acceptable. However, with this condition, she is supportive of the scheme.

The closest listed building to the site is Sparsholt Manor (grade II) located to the north east of the track approximately 150m from the site. In view of the dense screening of the Manor and its gardens from the development site – by both mature planting and a tall brick boundary wall, the proposals are not considered to have a material impact on the setting of this listed building.

The Sparsholt Village Design Statement is in draft form but does emphasise several key design objectives in relation to new development within the village. Policy DG16 advises that building materials should harmonise with existing buildings, with an emphasis on brick, flint, tile and thatch. The development proposals indicate the use of brick, flint, timber and slate tiles as the main palette of materials for the new dwellings and associated structures. The choice in materials is considered acceptable and would reflect the building materials used elsewhere in the village and it is therefore considered that policy DG16 is met. Policy DG6 looks to conserve the tree cover in the village and the proposed development is not considered to compromise this objective. Policy DG7 seeks to retain high banks and hedges in the village. The widening of the lane to 4.8m would result in the loss of a section of the verge alongside the lane but this is not considered a high bank and would not result in the loss of a high hedge and is therefore not considered to conflict with this policy or to compromise the character of the lane.

On the above basis it is considered that the revised proposals have taken into account

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the criticisms raised on the previous scheme and the subsequent amendments have led to a high quality scheme that responds positively to the character, appearance and variety of the local environment. Overall it is considered that the scheme, which incorporates traditional forms and materials, would preserve the character and appearance of the Sparsholt conservation area. The proposals therefore accord with the design and conservation policies of the WDLPR and follow the guidance as set out in the Sparsholt Village Design Statement (draft).

Impact on the wider countryside setting

To the south of the site there are wide long distance views towards the surrounding landscape formed from mainly agriculture land, broken up by mature woodland copses and mature hedgerows. To the north of the site is Sparsholt Village and to the west is Sparsholt Church of England Primary School. The scheme retains the majority of the very important tree cover along the western boundary that provides good screening from the paddock and Primary School beyond and helps maintain the well-treed setting of Sparsholt and the Conservation Area.

The immediate landscape setting of the new buildings is an important element which should be designed to allow the proposals to take their place comfortably in this rural conservation area. It is considered that the covered parking assists in varying the forms and volumes of structures on the site in a manner more akin to an organically developed farmstead. The changes to unit 2 also result in reducing the visual impact of the development from wider countryside views and it is now considered that the proposed development would sit comfortably in relation to the wider landscape setting.

Impact on highway safety

The application is supported with a transport statement which assesses the impact of the proposed development on the local highway network. Concern has been expressed by local objectors that the proposal represents an intensification of use of the site and is inadequately served by existing transport infrastructure including the narrow track and poor visibility at the junction of the track with Woodman Lane.

As part of the scheme it is proposed to increase the width of the track to a minimum of 4.8m wide and this would be achieved on the western side through the reduction in the width of the highway verge. It is also proposed to reconstruct the track to adoptable standards for the majority of its length although it would remain a private track. The Council's Highway Engineer considers that the proposed alteration to the width of the improved private access road is acceptable as it provides sufficient space to allow a refuse freighter to pass a private car.

In addition it is proposed to alter the junction with Woodman Lane. It would be improved to create a bell mouth with 6.0 metres kerbed radii. The applicant confirms that sufficient visibility can be achieved in both directions at the junction to meet Manual for Streets Standards but involves the replacement of a hedge fronting Manor Cottages which is owned by the applicant in order to achieve acceptable visibility to the west. Given that the applicant has control over the hedgerow within the required visibility area it is considered reasonable to require a condition securing the provision and retention of the visibility areas (condition 12), and the planting of a replacement hedgerow.

The application has been assessed by the Council's Highway's Engineer who has no objection to the scheme subject to several conditions to control highway matters. In his

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assessment he has regard to the previous refused scheme that was not turned down on highway safety grounds. The officer acknowledges that this smaller 7 dwelling scheme will produce less traffic generation to and from the site than the previous refused 11 dwelling scheme and anticipates the approximate daily average to be 58 trips (compared to 80 trips associated with the refused scheme). On the above basis it is considered that the scheme is acceptable from a highway safety perspective and accords with the relevant transport policies of the WDLPR.

In terms of parking a total requirement of 17 allocated car parking spaces are required whereas only 16 spaces are being proposed. However four of the 2 bed units could have a reduced standard of 1.5 spaces per unit (i.e. 6 spaces) providing these spaces remained for shared/communal use. However, car parking is not expected to cause overspill parking occurring on the nearest public highway and therefore the proposed number of spaces is not considered to adversely affect highway safety.

The County Council RoW Officer and several objectors raise concern with the potential conflict that the proposals cause to the safety of the users of the public footpath which is located to the north of the existing Church Farm Cottages and leads to the village school. The County Council's Highways Engineer (who has a remit in relation to highway safety) has no objection to the proposed development. He considers that the use of the track to serve the development is acceptable and does not compromise the safety of pedestrians using the RoW for the following reasons:

- the associated traffic volumes would be low;
- associated traffic speeds would be slow;
- up to date Manual for Streets guidance encourages shared surface development allowing pedestrians and traffic to co-exist;
- the track would not be used as a through route
- taking into account the traffic associated with the former agricultural use of the barns.

It is accepted however that some measures could be put in place in order to mitigate any potential conflict between traffic and pedestrians and to this end a condition is recommended to secure traffic calming and warning signs at the junction of the footpath and track to alert both users. It is considered that these measures should be designed in order to harmonise with the rural environment utilising appropriate materials. On the above basis it is considered that the proposed development would not lead to a significant safety issue at the footpath junction to warrant the refusal of planning permission. It should also be noted that permission was not refused for the previous, more intensive, proposal on the basis of harm to the safety of pedestrians using the footpath.

Drainage

The application is supported with a drainage strategy and indicates the provision of a new private sewage treatment plant to serve the proposed housing. The plant would be located in the field located opposite the development site which is owned by the applicant and provided it is located underground it should not adversely affect the surrounding area and offers a reasonable drainage solution to serve the development.

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Ecology

The application is supported with an Ecological Scoping Report and accompanying Bat Report (2009) which provides preliminary surveys and concluded that no bats were roosting within the site. Following advice from the HCC ecologist further survey work was carried out in 2011. An internal and external inspection was made of the buildings and surrounding area where the potential for bat roosts was most likely. The results of the second survey found no evidence of bat roosts within the site. In addition the two trees to be lost as a result of the development were surveyed and found not to hold any potential for roosting bats. On the basis of the updated information it is considered that the proposed development would not pose a risk to roosting bats and is therefore considered acceptable in accordance with policy CE10 of the WDLPR.

Residential amenity

The site is located adjacent to existing residential development. Proposed units 3 – 8 would be located approximately 40m from the rear elevations of the closest properties within Bostock Close to the west of the site. Whilst the rear elevations of these properties consist of a number of upper floor windows it is considered that due to the distance and substantial intervening vegetation (on the boundary) the proposed development would not significantly harm residential amenity in relation to overlooking, loss of outlook or loss of light.

Social and Physical Infrastructure

The proposed residential development will place additional pressure on existing infrastructure in the locality including recreation, transport and housing. Policies DP9, RT4, T5 and H5 of the WDLPR are in place to ensure the development is adequately mitigated in relation to this infrastructure. In this case the applicant has agreed to enter into a legal obligation to provide financial contributions towards recreational open space (£18,354), transport (£35,096) and in order to secure three of the residential units (units 6-8) as affordable homes. Subject to the completion of the legal obligation the development is considered to deliver an acceptable level of infrastructure to mitigate its impact and complies with the relevant policies of the WDLPR.

Aspirational policies

The application was submitted prior to the Council making its decision to adopt the aspirational policies relating to sustainability on 12th January 2011 and as such these measures are not sought in relation to the proposed scheme. There are no adopted policies contained within the Development Plan which comprises the South East Plan and the Local Plan that require sustainability standards to be achieved in relation to this application. Whilst the application is not supported with a sustainability statement explaining the measures to be employed to improve the environmental credentials of the scheme the proposed development could not be refused on this basis, given the policy situation.

Conclusion

The site is located within the settlement boundary of Sparsholt and therefore it is established that the principle for the redevelopment of the site for residential purposes is acceptable in accordance with policy H3 of the WDLPR. The revised scheme represents an improvement to the previously refused scheme. The retention and conversion of the historic barn, the re-configuration of unit 2, the overall approach to the arrangement of

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buildings within the site and attention to the detail of the external appearance, materials, hard and soft landscaping have resulted in a high quality scheme that is considered to have a positive impact on the character of the immediate and surrounding area. The provision of three affordable housing units is considered a positive benefit of the scheme.

Highway safety has been raised by objectors who have concerns with the visibility at the junction of the track with Woodman Lane and the conflict between vehicles and pedestrians at the junction of the track with the footpath. These issues have been thoroughly assessed by the Council's Highway Engineer who did not raise a technical objection to the previously refused scheme that was for a greater number of residential units. Accordingly he raises no objection to the proposed development subject to conditions that secure adequate visibility splays and other matters. In addition a further condition is recommended to secure traffic calming and warning sign measures in order to mitigate the potential conflict between vehicles using the track and the pedestrians using the footpath. On the above basis it is therefore concluded that the development does not raise any highway safety concerns that would justify refusing planning permission.

Planning Obligations/Agreements

In seeking the planning obligation(s) and/or financial contributions for affordable housing (units 6-8), recreational open space (£18,354) and transport (£35,096) 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.

RECOMMENDATION:

Permission be GRANTED subject to the applicant completing the legal agreement in respect of financial contributions for £18,354 (Public Open Space Contribution), and for £35,096 (Highways Contribution Policy), and the provision of 3 affordable housing units (units 6-8);

subject to the following conditions:

(Note: If the Legal Agreement is not completed within 6 months then the application may be refused without further reference to Committee)

Conditions

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

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

2 No development shall take place until details and samples of the materials to be used in the construction of the external surfaces of the development 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.

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Reason: To ensure that the development presents a satisfactory appearance and to reinforce local character in the interests of the amenities of the area.

3 Sample panels of all new facing brickwork and flintwork showing the proposed brick types, flints colour, texture, face bond and pointing shall be provided on site and the sample panel approved in writing by the Local Planning Authority before the relevant parts of the works are begun. The relevant parts of the work shall be carried out in accordance with such approved sample panels. The approved sample panels shall be retained on site until the work is completed.

Reason: To ensure that the development presents a satisfactory appearance and to reinforce local character in the interests of the amenities of the area.

4 Details in respect of the following shall be submitted to and approved in writing by the Local Planning Authority before the relevant work is begun. The relevant work shall be carried out in accordance with such approved details.

- (a) large scale elevations 1:10 of the window and 1:2 sections showing:-
 - (i) the new sill in relation to the opening in which it is to be set.
 - (ii) the mouldings to be used on any glazing bars.
 - (iii) the relationship of the opening window to the frame.

Reason: To ensure that the development presents a satisfactory appearance and to reinforce local character in the interests of the amenities of the area.

5 Any alterations and repairs to brickwork shall be carried out utilising matching materials, brick bond and jointing details to those on the existing building. If there is some doubt as a range of different mortars and jointing details have been used on the existing building then details are to be agreed in writing with the Local Planning Authority prior to the commencement of work.

Reason: To ensure that the development presents a satisfactory appearance and to reinforce local character in the interests of the amenities of the area.

6 No development shall take place until full details of a scheme for the storage and disposal of refuse; details of the finished ground floor levels of the proposed buildings together with the relationship of the levels to the levels of any existing adjoining buildings and to the contours to be formed and earthworks to be undertaken. The works shall be carried out in accordance with the approved details prior to the occupation of any part of the development or in accordance with a programme agreed with the local planning authority.

Reason: To ensure a satisfactory relationship between the new development and adjacent buildings, amenity areas and trees.

7. A detailed scheme for landscaping, tree and/or shrub planting shall be submitted to and approved in writing by the Local Planning Authority before development commences. The scheme shall specify species, density, planting, size and layout. The scheme approved shall be carried out in the first planting season following the occupation of the building or the completion of the development whichever is the sooner. If within a period of 5 years

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from the date of planting, any trees, shrubs or plants die, are removed or, in the opinion of the Local Planning Authority, become seriously damaged or defective, others of the same species and size as that originally planted shall be planted at the same place, in the next planting season, unless the Local Planning Authority gives its written consent to any variation.

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

8 No development shall take place until a schedule of landscape maintenance for a minimum period of 5 years has been submitted to and approved in writing by the Local Planning Authority. The schedule shall include details of the arrangements for its implementation. Landscape maintenance shall be carried out in accordance with the approved schedule.

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

9 Detailed proposals for the disposal of foul and surface water in a sustainable way shall be submitted to and approved in writing by the Local Planning Authority before the commencement of the development hereby permitted. Permeable paving shall be used on all drives and hardstandings unless otherwise agreed in writing by the local planning authority. The approved details shall be fully implemented before the dwellings are occupied.

Reason: In order that the development is drained in a sustainable manner to conserve water.

10 Prior to commencement of the works a scheme of biodiversity enhancements including timing provisions shall be submitted to and approved in writing by the Local Planning Authority, and thereafter implemented through the works (enhancements may include native and locally appropriate planting to provide habitat and food sources for species such as birds and invertebrates, wildflower areas, creation of ponds and other habitat features such as habitat (log) piles, and provision of bird, bat and insect boxes).

Reason: In order to protect and enhance the biodiversity interests of the site.

11 Tree protective measures, including fencing and ground protection, in accordance with the revised Arboricultural Report (tree survey, tree protection plan, arboricultural method statement) dated 14th November 2011 written by Simon Stephens of S J Stephens Associates 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 Tree Protection Plan ref. 337/001 Nov 2011 (telephone 01962 848317). 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. No arboricultural works shall be carried out to trees other than those specified and in accordance with the approved method statement and tree protection plan. Any deviation from works prescribed or methods agreed in accordance with Method Statement 9341-AIA2-PB and Tree Protection Plan BT3 shall be agreed in writing to the Local Planning Authority.

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

12 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 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 cleared sufficiently to prevent mud being carried onto the highway.

Reason: In the interests of highway safety.

13 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.

14 The proposed private access driveway, shall be laid out and constructed in accordance with specifications to be first submitted to and approved in writing by the Local Planning Authority.

NOTE – A licence is required from Hampshire Highways Winchester, Central Depot Bar End Road, Winchester, SO23 9NP prior to commencement of access works.

Reason: To ensure satisfactory means of access in the interests of highway safety.

15 Before the development hereby approved is first brought into use, visibility splays of 2.4 metres by 37 metres (looking west) and 2.4m by 36m (looking east) shall be provided at the junction of the access and public highway. The splays shall be kept free of obstacles at all times.

Reason: In the interests of highway safety.

16 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.

17 Before the development hereby approved is first brought into use, a turning space shall be provided within the site to enable a 9.8m long refuse freighter using the site to enter and leave in a forward gear. The turning space shall subsequently be retained and kept available for such purposes at all times.

Reason: In the interests of highway safety.

18 The private access drive shall be laid out and made up in accordance with the specification, programme and details to be approved by the Local Planning Authority. No dwelling erected on the land shall be occupied until there is a direct connection (in

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accordance with the approved details) from the site [less the final carriageway surfacing] to an existing highway.

Reason: To ensure that the roads are constructed to a satisfactory standard.

19 Prior to the commencement of development details of the replacement hedgerow to be planted behind the visibility splay hereby approved under condition 12 of this consent at Manor Cottages, Woodman Lane shall be submitted to and approved in writing by the Local Planning Authority. The approved replacement hedgerow shall be planted in the first planting season following the occupation of the buildings or the completion of the development whichever is the sooner. If within a period of 5 years from the date of planting, any shrubs or plants die, are removed or, in the opinion of the Local Planning Authority, become seriously damaged or defective, others of the same species and size as that originally planted shall be planted at the same place, in the next planting season, unless the Local Planning Authority gives its written consent to any variation.

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

20 Before the development hereby approved is first brought into use, a minimum of 16 car parking spaces shall be provided within the curtilage of the site and thereafter maintained and kept available.

Reason: To make proper provision for off street parking.

21 Prior to the commencement of the development hereby permitted (or within such extended period as may be agreed with the Local Planning Authority), a scheme to deal with contamination shall be submitted to and approved in writing by the Local Planning Authority.

The scheme shall conform to current guidance and best practice as set out in BS10175:2001 Investigation of potentially contaminated sites - code of practice and Contaminated Land Reports 7 to 11 or other supplementary guidance and include the following phases, unless identified as unnecessary by the preceding stage and agreed in writing by the LPA:

- a) A desk top study and conceptual model documenting all the previous and existing land uses of the site and adjacent land;
- b) A site investigation report documenting the ground conditions of the site and incorporating chemical and gas analysis identified as appropriate by the desk top study;
- c) A remedial strategy detailing the measures to be undertaken to avoid risk from contaminants and/or gases when the site is developed and proposals for future maintenance and monitoring. Such scheme shall include nomination of a suitably qualified person to oversee the implementation of the works.

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

22 Prior to the occupation of the development hereby permitted, written verification produced by the suitably qualified person approved under the provision of E110c) shall be

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submitted to and approved in writing by the Local Planning Authority. The report must demonstrate that the remedial strategy approved under the provisions of conditions E110c) has been implemented fully, unless varied with the written agreement of the Local Planning Authority in advance.

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

23 Development shall cease on site if, during any stage of the works, potential contamination is encountered which has not been previously identified, unless otherwise agreed in writing with the Local Planning Authority. Works shall not recommence before an assessment of the potential contamination 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.

Reason: In order to secure satisfactory development in the interests of the safety and amenity of future occupants and to protect the water environment from potential contamination identified during development works.

24 No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

Reasons: To protect the water environment.

25 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 Classe B and C of Part 1 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 development.

26 Prior to the commencement of development details of the measures to secure traffic calming and warning signs at the junction of the track with the Sparsholt Footpath No. 5 shall be submitted to and approved in writing by the Local planning Authority. The approved measures shall be implemented prior to the occupation of the dwellings hereby permitted.

Reason: In order to minimise the potential for conflict between the vehicular use of the track and the pedestrian use of the Sparsholt Footpath No.5 in the interests of highway safety.

Informatives:

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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:-

South East Plan 2009

SP3 (urban focus for development), CC4 (sustainable design and construction), CC.6 (character of the environment), H.1 (housing provision), H.3 (affordable housing), H.4 (housing mix), H.5 (housing design/density), T4 (parking), NRM 1-5 (water and biodiversity), BE4 (role of small rural towns), BE6 (management of the historic environment)

Winchester District Local Plan Review

DP3 (design), DP4 (landscape), DP9 (social and physical infrastructure), CE5 (landscape character areas), CE10 (habitats and species), H3 (defined policy boundaries), H5 (affordable housing), H7 (density and housing mix), RT4 (provision of public open space), T1 (sustainable transport), T2 (access) and T3 (layout).

3 All precautions must be taken to avoid discharges and spills to ground both during and after construction.

For advice on pollution prevention measures, the applicant should refer to our guidance 'PPG1 - General guide to the prevention of pollution', which is available on our website.

It is proposed to dispose of foul water via a package treatment plant to soakaway. This will require an Environmental Permit from the Environment Agency. The soakaway must not be located in any areas of contamination. Please refer to <http://www.environment-agency.gov.uk/business/topics/water/110593.aspx>

On behalf of Sparsholt Parish Council I write to object to the above application on the following policy grounds:-

1) The development does not accord with the relevant policies of the Winchester District Local Plan - Policy DP.3

(ii) in terms of design, scale & layout, responds positively to the character, appearance and variety of the local area.

The development is more of an urban design. The number of houses on the area of land is significant given the need for car parking and garden areas in addition to the properties.

2) The development does not accord with the relevant policies of the Winchester District Local Plan - Policy HE.4

New development which would detract from the immediate or wider landscape of any part of Conservation Area will not be permitted. Particular attention should be paid to conserving attractive views out of and into the area...

The size and scale of the houses proposed on the farm building site are likely to create a significant impact on the views into the village from the countryside.

3) The development does not accord with the relevant policies of the Winchester District Local Plan - Policy DP.9

The development proposals fail to make appropriate provision for the social and physical infrastructure necessary to serve them will not be permitted

The application indicates the development will be connected to a sewerage system that is on an adjacent piece of agricultural land and is outside the development envelope.

4) The development does not accord with the relevant policies of the Winchester District Local Plan - Policy T.2.

i) provided it does not interfere with the safety, function and character of the road network

The Transport Statement in support of the application contains errors and misleading statements.

The traffic measurements were taken during a period which included a Bank Holiday Monday thus reducing the overall traffic flow numbers as the school was not in attendance and traffic for work was much reduced.

We question the accuracy of the measurements in the report such as the width of the track and the splay to the east. It is recommended these measurements are checked for accuracy.

The additional car movements onto a road that is already wholly inadequate for the current traffic movements and where two cars are unable to pass in certain parts would be significant and dangerous.

Additionally we are concerned that traffic will back up around the corner into the village and create a hazard if access onto Church Lane is not freely available. It is recommended reference is made to the Police and HCC traffic

incident reports for Sparsholt where it can be seen there is a significant level of traffic issues annually.

The access onto Woodman Lane indicates the removal of land from the garden of The Manor to gain the appropriate visibility. The garden at the Manor is listed as of June 2009 and the Parish Council objects to the removal of land for the road access and the consequent impact on such an important local property. The removal of the bank would also be against DG7 in the Village Design Statement where the conservation of banks especially along the lanes is desired.

The Council has majors concern about the public footpath which crosses Church Lane close to Church Farm Cottages should there be the additional traffic associated with the new development. This path is used constantly through the day by children attending school, dog walkers and members of the general public

5) The Sparsholt Village Design Statement looks to preserve the existing tree cover in the village (DG6).

The application seeks to remove trees across the site to allow the development. The Parish Council objects to the removal of significant trees within the development. In addition the tree plan submitted is not in keeping with the new plans as it reflects the prior application.

6) The Sparsholt Village Design Statement looks to encourage the use of local materials (DG16)

The application lacks the meaningful use of local materials such as flint in the house designs.

The Parish Council wishes to request this application is passed to the Planning Committee for decision given the significance of the development to the village of Sparsholt and for a site visit to be made.

The Parish Council also requests that if WCC is mindful to grant permission this should be without permitted development rights on all properties so that there is no creeping enlargement of properties over time.

Please note the Parish Council has not received an updated site plan reflecting the latest amendments or a full set of updated plans. It has been extremely difficult to work through the proposed plan given there are three iterations of the plans to date, that the Council is aware of, and so we have assumed all contribute in some way to the current proposal.

Caroline Horrill
Chairman
Sparsholt Parish Council

Fiona Chaffers

From: Cllr Keith Wood
Sent: 01 March 2011 22:35
To: Nicholas Parker
Cc: Simon Finch; Alison Davidson; Ian Elvin
Subject: Church House Farm

Nick

As you know I have asked for this to go to Committee . My main concerns are as follows
1 The materials do not really reflect the village or meet the requirement of improving the quality of housing– I know there is a token bit of flint but hopefully they can do better than this

My main concern is the access

The required visibility splay on Woodman Lane from the Stockbridge Road is difficult to achieve j. I think to get a reasonable view ,some trees would need to be felled and banking removed .As this is at the start of the Conservation area , it is hard to see how this fits in with the need to retain the character of the Village.

More importantly, WCC had the Speed indicator erected at the junction of Church Farm and Woodman lane for 2 weeks; motorists coming from Stockbridge road exceeded the limit on some 650 times . If you recall the configuration of the road at this point you can see they are coming round a blind corner –someone will get killed. If the corner is improved, motorists will go even faster.

The last traffic survey was completed, I am told, in the School holidays in the late morning when traffic is at it's lightest. Can you please ensure a new survey is done in the busy time. You will also want to look at the access lane to the housing . You will see it is quite long ,has some well developed trees and is difficult to provide 2 way access without felling these or breaking into the countryside.

Despite all this, I hear rumours that they are considering a new access but this may just be a rumour

Hope you had a good holiday

Cheers

Keith