

Petition against Option 1 - Affordable Rural Housing in Winchfield

We are writing as a collective to petition against the proposed development of rented affordable housing which has been highlighted as Option 1 in the consultation plans.

The key concerns and arguments against Option 1 are as follows

- 1) The proposal is to provide affordable housing following on from the survey, however at Site 1 there are 8 plots with 2 being large 4 bed open market sale units therefore these are not fitting with the survey therefore you are using the guise of providing social housing to the parish to provide private housing that has been turned down at planning permission by Hart Council previously
- 2) Under the Neighbourhood Plan 2015-2032 for Winchfield Parish Council it states a development site must minimise impact on habitat. It is stated there are no nature concerns although there have been no nature surveys completed. This therefore is misstated, and adequate surveys and investigations are required
- 3) Biodiversity Net gain comes into force in November and therefore there needs to be replacement loss of natural habitat offsite.
- 4) The site proposal is greenfield and is not allocated as development land and has had previous applications for only two houses refused by Hart Council. There is adequate brownfield site that could be used for development. Option 1 is also stated as being on the edge of the Parish beyond the settlement boundary whereas Option 2 is central to the Parish and within the boundary.
- 5) Hart DC have more than the required five years of supply, more in line with ten years therefore supply of unallocated land is not required. Also using the proviso this is an affordable house scheme when it is not 100% is misleading.
- 6) There is no mention of provision for waste and sewage or discussion around possible flooding of the land, this needs to be investigated and surveys completed.
- 7) One of the key issues with the proposal is access and egress from the proposed site. On the plan there are parking spaces for up to 27 vehicles. The access is currently used by 7 houses and feeds into an additional access for 8 houses and a business park all leading onto a 50-mph road. Access is only in one direction and on a brow of a hill. All of these reasons provide significant risk to traffic accidents. There is also limited pedestrian walkways creating significant hazards which is further increased by the lack of street lighting. Option 2 has safer and better access therefore residents will not be placed at risk.
- 8) The proposed area borders onto multiple residential sites therefore the disruption would impact residents of the Parish adversely during the construction period whereas Option 2 has no residential areas in the near vicinity.

Attached to this petition are some of the responses posted by residents on the online consultation.

All of the above are key policies why proposed planning should be rejected for this site. As a collective we will be opposing at every stage the development as outlined in Option 1.

A copy of this petition has been sent to:

Winchfield Parish Council

Hart District Council Planning

English Rural

Action Hampshire

Ranil Jayawardena

Annette Whibley

We would like a response to all of the key concerns raised regarding the proposal from all those stated above to be sent to [REDACTED]

[REDACTED]
Sarah Cramer

[REDACTED]
Dan Wicks

[REDACTED]
Michael Odell

[REDACTED]
Nikki Clift

[REDACTED]
Vinny Clift

[REDACTED]
Anthony Swain

[REDACTED]
Susan Swain

[REDACTED]
Jill Graham

[REDACTED]
Steve Graham

Sean Ayres



Lorraine Ayres



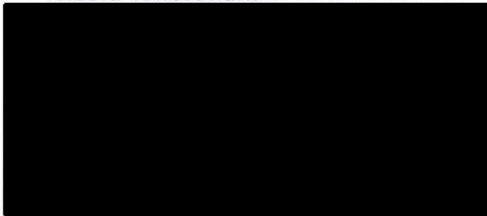
David Dearden



Vicki Young



Nicola Wilbraham



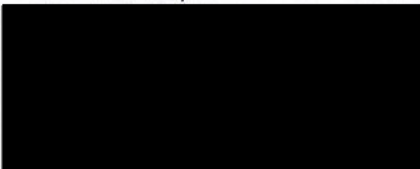
Phil Wilbraham



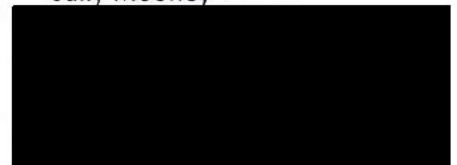
Hennie Stapelburg



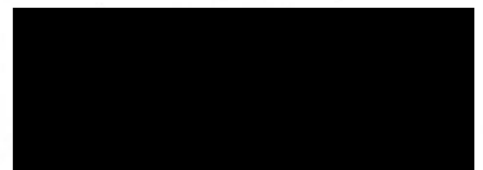
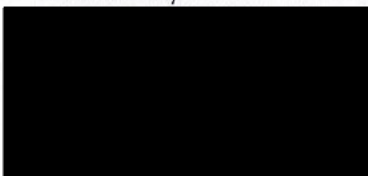
Alan Mooney



Sally Mooney



Rashmi Daya



Daragh Newborough



David Van Ruyckvelt



Fiona Houghton



12 Holly Barfield



Julian Houghton



I would like to express my complete disapproval to the proposal for site 1 and suggest that if the proposals are to proceed then site 2 should be the preferred site based on the following comments:

1. Your own published considerations state that site 1 is 'On the edge of the Parish, beyond the settlement boundary' whereas site 2 is 'Centrally located within Parish, on edge of settlement'. If as you suggest the results of the Winchfield Parish survey identified a need for 6-8 affordable homes, then surely these would be better placed centrally within the parish (site 2) and not on the edge of the parish beyond the settlement boundary (site 1).
2. Site 1 considerations also highlight '2 Protected Trees by Order' whereas there are no such restrictions on site 2 - in fact the visuals for site 2 indicate the introduction of a 'potential community orchard'.
3. It is believed there have been at least two planning permissions previously rejected for proposals of a much smaller development on site 1 (only 2 houses) as opposed to the 8 houses that make up this development.
4. Site 1 proposals indicate parking provisioning for 20+ vehicles (up to 27) - the access and egress to London Road from this site is not sufficient for this volume of vehicles/traffic and I would suggest this is a significant risk to traffic and pedestrian accidents due to the junction at London Road at this site a) is a 50mph speed limit, b) can only access in one direction onto the carriageway, c) on the brow of a hill and d) has very limited and in some areas no pedestrian walkways creating significant hazards which is further amplified in winter due to extended periods of darkness and adverse weather conditions (there is no street lighting at this junction and for several 100yards in either direction).
5. Site 1 borders on multiple existing residential sites which would cause unnecessary disruption and negatively impact the parish residents at these existing residential sites during the extended construction period and beyond - site 2 does not border with any other residential sites and therefore this negative impact can be completely avoided.



Having just learnt of this proposed development, I would like to raise a number of issues in relation its potential impact.

The property feeds directly off a very busy high speed limit road (A30 - London Road) via a short slip off where traffic can either go straight ahead into a business park or a housing estate or turn tight left to the proposed property as well as other domestic properties along the same narrow drive. This is also the exit point for all traffic from the proposed new site as well as the other domestic properties mentioned. There have been several near miss incidents at this traffic pinch-point and bringing that many more properties with the resultant traffic to this site will significantly increase the risk. Any plan for development on the proposed site, has to include plans to deal with this risk effectively.

Furthermore, as we move toward more eco-friendly travel and consider more journeys on foot, the footpath that will residents in this new development will use to get to and from the nearest local shop and ideally the local schools in the village, must be upgraded. In parts pedestrians are mere inches away from traffic speeding past at [what is supposed to be 50mph and a parent with more than one young child will not be able to walk abreast with both children and hold them by the hand for their safety.

Leading to the requirements for safe crossing points from the proposed property to the pathway on the opposite side of the A30 and then further along towards the local shop, crossing over safely to the local shop - both need to be considered, but at the very least one near the Site of property.

All of the above are issues relating to the impact of the proposed development. This does not address the issue of how the current owner was permitted to procure this densely tree-populated woodland site around 5 to 6 years ago, fail in an application for planning permission for two homes and then simply fell every single tree (large and small) from the site only to re-apply for planning permission for even more properties on the same site. This underhand, stealth approach to obtain planning permission via the back door must be reviewed and cannot be permitted to proceed unchallenged.

Thank you for considering the points I raise.



Despite having been refused planning permission on two occasions for two large four-bedroom houses for personal occupation, the owner of the strip of land in question (Option One) appears to now be playing a desperate game of subterfuge in an attempt to obtain planning permission by offering the carrot of building six affordable rental houses in addition to the original two.

Additionally a justification for the proposed development stated by English Rural is "to bring forward a small development of rented affordable homes for people with a local connection to the village".

Commendable though this aim is, in this case it is a condition which is obviously not being met as the landowner and beneficiary of this proposal has no local connection with the area as far as I know.

It is my opinion that this is not a suitable site for a development of this size. There appears to have been no consideration to the dangers of increased traffic of potentially 27 additional cars plus various delivery vehicles both onto and exiting the busy (50MPH plus) A30. The access/egress road to the site is a single car width and is not visible for approaching traffic. Hazardous!

Neither has consideration been given of the lack of a footpath on this side of the A30 which is on the other side of the dual carriageway. Access to that is by crossing the central reservation! Daunting at the best of times, especially for children. A serious perhaps fatal accident is almost inevitable.

There are many other reasons put forward by others as to why this site is so unsuitable for development. And for what? Six small rental houses and two large four-bedroom houses which will be privately owned and without benefit to local people.

David Dearden



Having reviewed the proposal for site 1 and site 2 I have to say that site 2 looks to be the better option if not the only option. The owner for site 1 has had planning turned down by the council for two previous attempts at developing the land and this was only for two properties rather than eight properties.

Site 1 will have to share a direct access point onto to A30. Access to the A30 from Shapley Grange, Shapely house and Winkworth Business Park/King William Court currently all use this access point which is far from ideal. The proposed new estate has provision for parking for up to 27 cars and this can only mean that this exit point will become even more congested and potentially dangerous. Site 2 is accessed via a quite lane.

The A30 that Site 1 will access is a fast, busy road and there are no recreation grounds/public spaces that are easily accessible by walking. Site 2 is only a short distance away from the Basingstoke canal and the quite lanes are perfect for cycling. Site 2 also will have its own open space which Site 1 will not have.



I am writing to express my concern for the proposed development at site 1. This area has previously been rejected and also rejected on appeal as having value to nature and being unsuitable for 2 residences. I fail to see how with this background it has become an acceptable site to propose 8-10 homes (including the private residences). I also note that you say the RPAs are unavailable for the purposes of the plan which suggests a lack of investigation from yourselves into the appropriateness of the site as they are readily available from Hart's planning department, and I have downloaded a copy myself with very little effort. Upon inspection they also suggest your proposed plans are not appropriate to give the trees the protection they need.

Included in your own exceptionally brief comments about the site it notes it is beyond the settlement boundary compared to on the edge of a settlement like site 2. This is of particular concern if they are proposed affordable housing with little to no public transport links in terms of buses etc. There is also an inadequate pavement and crossing at this site which poses a risk to residents who are likely to need to use these if they are intended as affordable housing.

If the proposal as per your diagram provides for up to 27 vehicles this is wholly inappropriate. There are currently 7 active cars at the end of the driveway who already struggle to access the A30 safely. The entranceway inwards are approached at speed and creates a risk when slowing down on the main road as it was originally designed as a driveway for less vehicles and when they moved at a much slower pace. This problem is also present when pulling out of the driveway onto a main road where cars are frequently travelling at 50-60mph with poor visibility (as can be seen by the comments on the previous planning rejection). The slip road nearby is accessed by vans and lorries throughout the day which can often lead to near misses as car's pull out. Adding additional traffic to this road is not only reckless in the extreme but exceptionally dangerous and will invariably lead to accidents and potential loss of life. The other issue is the entrance way is a single-track road which has no passing places so increased traffic will further exacerbate the issues. Again, when I look at your plans the angles people would have to turn to access their parking spaces looks optimistic in the extreme.

I also have no way to upload an attachment here whereby I have detailed out concerns I have about the plot of land subsequent to the original planning application and subsequent appeal rejection. The appeal rejection talks of the importance of the landscape and the lack of detailed inspections to the site in terms of nature surveys. This is then puzzling to understand how your current plan states there are no nature concerns. If you have done these surveys, it would be great to have a copy of them. Having reviewed the appeal documentation it seems like the current landowner has used it as a blueprint of what he needed to destroy to try and get his own way such as removing all trees from the site even when the planning department had stated a large number of them had significance even though they did not have a preservation order on them. It also stated that various surveys should be carried out ahead of any work being undertaken on the site which have all failed to materialise thus far. I do feel like the planning department would not look too kindly on a site that has previously been rejected twice and which the landowner has such a deliberate, wilful and callous attempt to undermine their ruling in the appeal. If they subsequently granted planning permission on this site, it would serve as a blueprint for how to push through your application at the expense of the natural habitats which our countryside needs more than ever.

It was interesting to read on your website that you are looking for rural "exception" sites which I am struggling to find a decent definition for and why these are more preferred over the brownfield strategy at local and national government level. It was also surprising to read that you put the local communities at the heart of what you do yet no one thought it appropriate to come and discuss with nearby residents who will face significant disruption and also decrease the communities' level of safety. The plans as they are drawn up also look like they would invade the privacy of all residents at Shapley House and also at Shapley Grange who as a minimum I feel should have been spoken to directly as the current approach comes across as very underhand and contrary to your proposed method of working and mission statements. I was also reading your latest accounts and strategic ambition two states "English Rural continues to prioritise growth through the rural exceptions site approach, which amongst other things requires a willing landowner, strong enabling presence, local community support and a proactive planning authority". In this instance for site 1 at least it looks like the only one of the above aims you have is a willing landowner.

In summary and based on the points above I feel site 1 is a wholly inappropriate site for the proposed development and will decrease the safety of the local community.



One set of rules by hart council planning for the applicant who was denied 2 houses on the proposed site and another set of rules for hart council planning office on the same proposed site in which they are the applicant.

Surely previous reasons for denying previous proposed application applies to this current proposed application which is on a much larger scale



