

Notes of annual meeting

Headbourne Worthy Parish Council

21st May 2012

Church Rooms, St Mary's Church, London Road, Kings Worthy

The meeting started at 7pm

Present:

Councillor David Pearcey; chairman

Councillor Harry Whorwood; vice chairman

Councillor Jane Rutter

Councillor Claire Duncan

Councillor Claire Welland

Councillor Lisa Wright

Clerk Hilary Graham

Stephen Jenkins, Hampshire County Council Highways department

Hampshire County Councillor Jackie Porter

Winchester City Councillor Keith Wood

The meeting was attended by 11 local parishioners.

Councillor Pearcey opened the meeting and introduced the personnel present.. He explained that the meeting had been called to discuss the impact of Barton Farm on Headbourne Worthy. The purpose was to learn the present position and to try and get one step ahead when it came to planning the flow of traffic

It was intended that Councillor Wood and Stephen Jenkins would give a talk and afterwards there would be an opportunity to ask questions and have an informal discussion.

Councillor Pearcey summarised Headbourne Worthy Parish Council's representation at the planning appeal hearing. The Council has always rejected the application mainly because of the traffic and urbanisation implications for the village.

Councillor Wood spoke about the history of the planning application and said that at present the decision is with the Secretary of State, who will issue a decision this year.

Stephen Jenkins gave a detailed summary of the position and the following is an excerpt from his notes;

“Reserve housing site north of Winchester.

The site has been the subject of two planning applications in recent years the most recent was submitted to WCC in 2009.

The development includes 2,000 dwellings, a local centre, new primary school, food store, park and ride facility and the diversion of Andover Road North into the Barton Farm site.

Cala Homes – applicant. In 2010 they appealed against the failure of WCC to determine the planning application within the statutory period. They requested the application be determined at a Public Inquiry.

After Cala had submitted their request for a public inquiry WCC formally resolved that it would have refused planning permission had it been in a position to do so. There were eight reasons for refusal including some highways reasons. However in its Statement of Case WCC acknowledged that its concerns relating to highways issues may be capable of being overcome through mitigation measures to be agreed with the Highways Agency and Hampshire County Council. Such agreement was subsequently reached and a Statement of Common Ground on highways and transportation issues was produced between Cala Homes and HCC. The mitigation measures which overcame the highways issues are secured through a Planning Obligation by means of a S106 Agreement dated 7th March 2011.

Notwithstanding the agreement reached on highways the Public Inquiry went ahead in Feb 2011. The agreed Highways mitigation package and completed S106 agreement was presented to the Inquiry. HCC attended to explain the measures to the Inspector and face cross examination from third party objectors including SBF, Friends of the Earth and WINACC.

The Inquiry closed in March 2011 and the Inspector published her report in September 2011. She recommended that the development be permitted and her report concluded that with the agreed highways package in place there was no highways or transport reason to refuse the development. This mirrored the findings of the 2005 Inspector.

However Inspector was only providing a recommendation to the Secretary of State who was to make the ultimate decision. He felt it was not his decision to make and effectively passed the matter back to WCC to decide. This decision has been challenged by Cala and after a long legal wrangle the decision is back with the Secretary of State who intends to issue a decision shortly.

However in terms of highways and transport the Secretary of State confirmed that he shares the Inspector's view that the development would not result in traffic generation that would cause unacceptable congestion or undue harm to highway safety and that it would accord with relevant development plan policies. Effectively both the Secretary of State and the Inspector have concluded very clearly that the agreed transport mitigation package was adequate and acceptable. This is the second government decision to reach such a conclusion at this site in respect of transport.

Impacts and Mitigation

The site itself is almost entirely within the Parish.

The traffic assessment shows that roads within the Parish will be affected by development traffic. Particular roads expected to accommodate more traffic will be, Andover Rd, Well House Lane, Bedfield Lane and London Rd including the Cart and Houses junction which is just outside the Parish.

The agreed mitigation package specifically addresses all these roads including:

1. A new signal junction of Andover Rd / Harestock Rd / Well House Lane.
2. A new 40mph speed limit on Well House Lane
3. Creation of a continuous pedestrian route from the development to Headbourne Worthy
4. Signal control of the Rail Arch on Well House Lane
5. Funding towards improvements at the junction of Well House Lane / Bedfield Lane
6. Funding towards improvements at the junction of Bedfield Lane / London Rd
7. Funding towards improvements at the Cart and Horses junction
8. New bus service in reach of some within the parish.

Overall the final position is that Cala Homes have agreed to a transport package valued at in excess of £10m including requirements for them to:

1. Construct / deliver the 200 space Park and Ride site to HCC / WCC spec and transfer freehold to WCC at no cost to tax payer.
2. Pay HCC £2.27m transport contribution (approx £1m of this will be earmarked for providing bus services for the site and P+R site- the remainder for improvements to the highway network to the east and west of the site.
3. Cala are required to design and construct 5 major junction improvements schemes around the site addressing existing local capacity and safety issues at no cost to the tax payer.
4. Construct the realignment of Andover Road to provide a new 'Village High Street' environment through the centre of the site at no cost to HCC.
5. Construct / downgrade the existing Andover Rd and convert it into a linear park at no cost to HCC
6. Implement a £500,000 Travel Plan for residents at no cost to HCC. “

There followed various questions and concerns from those present as follows;

What about noise barriers on the A34 and what was being done about extracting such improvements from Cala Homes in return for planning permission? Any noise barriers etc are not a matter for the Winchester City Council or Hampshire County Council as the A34 is a Highways Agency responsibility. As it is now it is not Winchester City Council who will be giving the planning permission.

What about the flooding implications? The excess water will go into the drain that runs behind Wellhouse Lane and through to Bedfield Lane where there has already been flooding.

Has the Highways department thought about closing Wellhouse Lane? This had not been considered, but others at the meeting thought that this would increase pressure on other roads in the village.

What about speed bumps on Wellhouse Lane, similar to those in Winnall? Councillor Pearcey thought that this would spoil the rural aspect of the village.

What about when building starts? The road infrastructure and changes need to be in place before the start. There is a plan where the number of houses to be built triggers the road improvements and new roads

What was intended for the land east of the railway? There was no certainty about the ownership of this land, but the existing plan shows a footpath/cycle track through from Barton Farm to Stoke Road.

Councillor Pearcey thanked everyone for attending and said that any further queries or questions could be communicated to the clerk, whose contact details were available. He also stated that there was a vacancy on the Parish Council and a new member would be welcome.

The meeting finished at 8.30

