

Littleton & Harestock Parish Council

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Case Officer,
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17th September 2021

DOWN FARM AGGREGATE RECYCLING, WINCHESTER HAMPSHIRE COUNTY COUNCIL PLANNING APPLICATION (20/01188/HCS)

References:

- A. LHPC Objection HCC Planning Application (Down Farm) 20/01188HCS dated 21st Jul 2020.
- B. LHPC Objection HCC Planning Application 20/01765/HCS (Three Maids Hill) dated 17th Sep 2020.

1. Background.

a. The Littleton and Harestock (LHPC) CP north-eastern boundary is close to the Three Maids Hill Roundabout, Winchester. There have been two separate planning applications for aggregate recycling facilities approximately 400m apart centred on the Three Maids Hill roundabout with the A34. Earlier this year the HCC Regulatory Committee refused the application for a proposed aggregate recycling facility at Three Maids Hill (**20/01765/HCS**). LHPC understands the Planning Application for the Three Maids Hill site is now subject to appeal.

b. The earlier Planning Application (**20/01188/HCS**) for a separate aggregate recycling facility at Down Farm located about 400 to the east is now under reconsideration by HCC. The main issues for LHPC are that the proposed Down Farm and Three Maid Hills aggregate recycling sites would be closely located in a rural landscape, close to an important noise and dust receptor with potential for increased HGV traffic in the Littleton and Harestock area.

2. **Purpose.** The purpose of this letter is to update the original LHPC objection to the Down Farm Planning Application (**20/01188/HCS**) with relevant material considerations.

3. **District Policy Perspective.** LHPC is concerned about the significant change of use and industrialisation of the Three Maids Hill area. The Planning Application should be seen from the perspective of the extant Winchester District Local Plan (WDLP). **LHPC objects to Planning Application 20/01188/HCS because the proposed development does not appear to conform to any of the stated permitted development categories in the countryside, would cause harm to the character and landscape of the area and neighbouring uses, create inappropriate noise, dust and traffic generation, and it therefore does not meet the requirements of the current WDLP Policy MTRA 4 (WDLP, 2013, p. 65-66).**

4. **Future Developments.** The WCC Strategic Housing and Employment Land Availability Assessment (SHELAA) identifies the potential for development right up to the Three Maids Hill roundabout. You should note the following projected spatial changes to the area just to the south and west of the proposed Down Farm recycling centre.

a. The MoD Flowerdown Estate is due for redevelopment (*possibly 1,000+ homes and other structures*) and has a northeast boundary about 500m from the proposed recycling site at Three Maids Hill. Detailed planning work is underway. However, the MoD may be unaware of proposals

for aggregate recycling so relatively close to the Flowerdown Estate, which may impact on the Defence Infrastructure Organisation's (DIO) forthcoming planning application.

b. LHPC has been in discussion with the DIO about creating a nature reserve that could be up to 25 ha and as close as 450m of the proposed recycling site at Down Farm.

5. **Unassessed Noise & Dust Receptor.**

a. Planning Application 20/01188/HCS does not appear to represent an accurate analysis of the land to the west of the site. For example, the Application states '*to the west of the development is the A34 trunk road and the B3420 Andover Road North. Beyond these is agricultural land with scattered farming and residential buildings*' (Noise Report, Para 1.1, P.3). LHPC challenges the accuracy of this crucial assertion about the location of the proposed site.

b. The proposed Down Farm Recycling site would lie approximately 400m to the east of the commercial Littleton Stud and is not agricultural land.

(1) The Littleton Stud remains a prosperous active major multi-million-pound equestrian amenity to support national and international horse racing. The Littleton Stud (approximately 150 ha), created in 1913, employs 15 staff, with some staff living on site. The Stud is prominent in the racing world. It is a carefully designed and intensively managed equestrian centre for racehorse breeding, development, and care.

(2) The Littleton Stud consists of 6 properties, 120 stables, support buildings, barns, paddocks, pastures, all-weather surfaces, and horse exercise machines. Please be aware that performance horses are notoriously vulnerable to dust, respiratory problems, and noise. In particular, the value of racing horses (£millions) depends on their developed demeanour and functioning respiratory reserve to win races. Therefore, the Littleton Stud is a sensitive rural area for noise and dust.

c. **LHPC objects to the Planning Application because it does not identify or assess in context the Littleton Stud (*large internationally renowned equestrian amenity*) as a relatively close sensitive receptor for dust and noise. The proposed recycling site puts at risk this adjacent multi-million-pound business (Refer to HWMP Policy 4).**

d. The proximity to the Littleton Stud appears to have been a significant factor in the HCC Regulatory Committee's decision to refuse the Planning Application for a nearby Recycling Site at Three Maids Hill (20/01765/HCS). For proposed developments, it is '*essential to address any potential impact on communities caused by minerals and waste development*' (HWMP, Para 5.1, p.45). '*Minerals and waste management activities should not give rise to pollution or negatively affect the environment or a community excessively or unnecessarily*' (HMWP para 5.12, p.47). **This part of the objection is made in relation to HMWP Policy 29, Para 3(b), where the particular need for the site's specific location at Down Farm has not been demonstrated in the context of a significant adjacent sensitive receptor for dust and noise and the close proximity of another proposed Recycling Facility.**

6. **Traffic.** LHPC notes the changes to access the proposed Down Farm Recycling site, which addresses safety concerns made about the original proposals. However, despite the assurances made in the Applicant's recent Access and Road Planning Report (August 2021), it appears to be risky to switch regular HGV access to just off the fast southbound A34 exit and approach with questionable sightlines for this task and type of vehicle.

7. **HGV Traffic in Littleton and Harestock.** LHPC is very concerned about HGV opting to move to south or west of Winchester and electing to use Littleton and Harestock roads. These concerns must be seen in the context of the planned closure of the Andover Road south into Winchester as part of the development of Kings Barton. **Please refer to the Appendix 1 for more detail and a supporting map.**

8. **HCC Regulatory Committee.** Planning Application for the Three Maids Hill (20/01765/HCS) was considered by the HCC Regulatory Committee. We request that if the HCC Regulatory Committee's

decision on Planning Application 20/01765/HCS (Three Maids Hill) is upheld, then the Regulatory Committee should also review Down Farm Planning application (20/01188/HCS).

G. SALLIS

Chair Littleton & Harestock Parish Council

Copy to:

Councillor J. Warwick (HCC)

WCC St Barnabas Ward

Councillor K. Learney

WCC Wonston & Micheldever Ward

Councillor P. Cunningham

Councillor S. Godfrey

Councillor C. Horrill

APPENDIX 1: INAPPROPRIATE HGV TRAFFIC ROUTES THROUGH LITTLETON/HARESTOCK

Littleton and Harestock Parish Council is concerned that heavily loaded aggregate HGV traffic travelling west/south-west may cross over the Three Maids Hill roundabout system and (*perhaps influenced by Satnav*) will transit through the residential areas of Littleton and Harestock. The Parish Council is particularly concerned about two routes the HGV might elect to take (Refer to the Map).

Route 1

HGV might opt to take Stud Lane and move through Littleton to gain access to the Stockbridge Road for onward travel west towards Salisbury or perhaps south to take advantage of a route along Chilbolton Avenue (in Winchester) and on to the M3 south of Winchester. This direction would be a poor route for HGV because of:

- lack of pedestrian walkways in the Littleton Conservation Area (Map point R1).
- the complexity of the Kennel Lane Junction (Map point R2) where pedestrians have to cross the junction roads several times to follow the single pavement, coupled to poor sightlines for pedestrians and vehicles.
- the pedestrians, cyclists and disability units which use Littleton Main Road (Map point R3) to access shops at Weeke. Note there are no pavements, and the road is unsuitable for two large vehicles to pass side by side. Also, the north part of Littleton Lane is impassable for large vehicles, and Dean Down Drove is not a suitable shortcut to the Stockbridge Road.

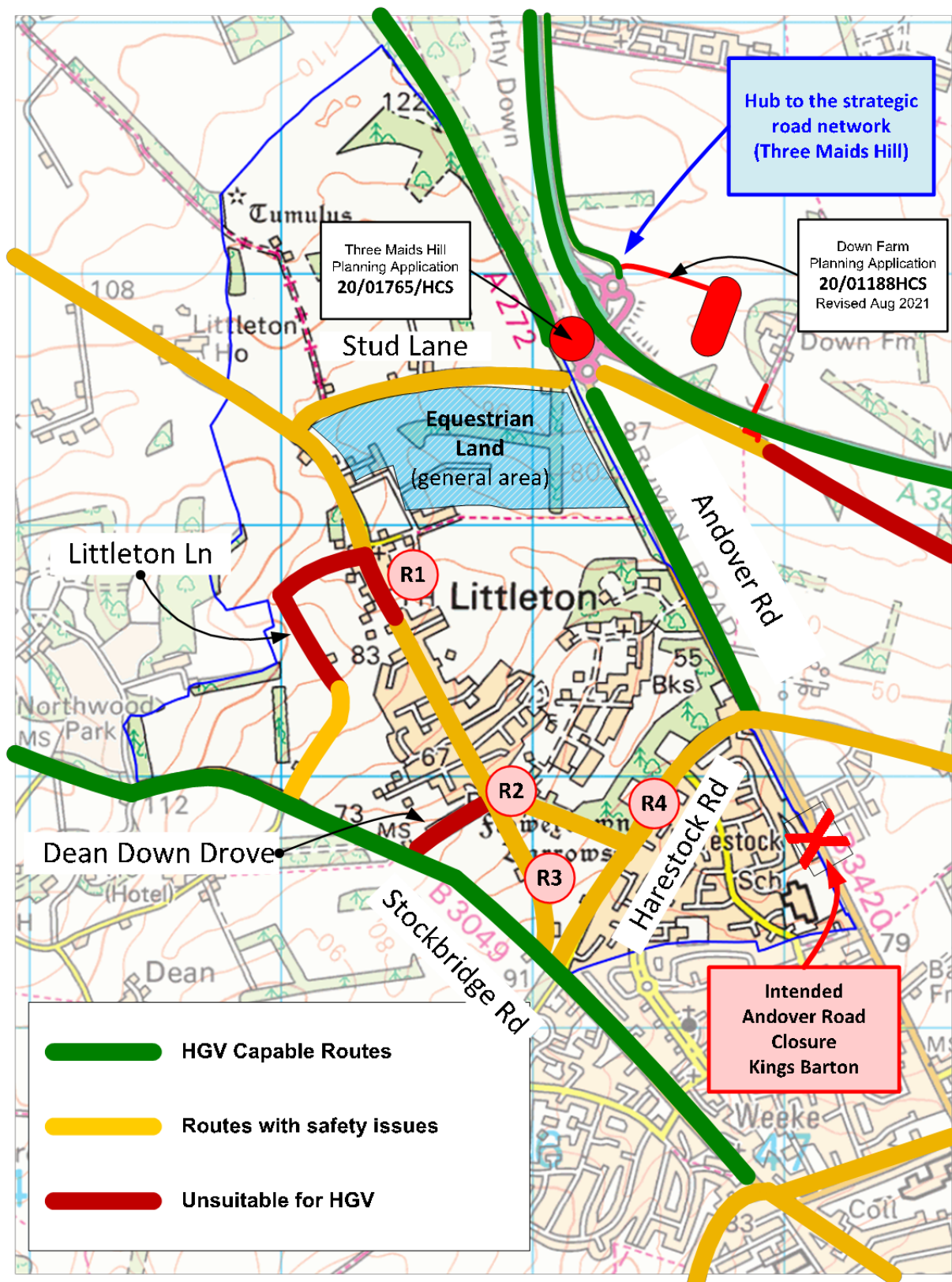
Route 2.

The Parish Council is concerned about the increasing level of traffic using the Harestock Road due to the development of Kings Barton and the intended closure of the Andover Road which will funnel traffic down the Harestock Road (Map point R4). HGV might opt to travel down the Andover Road and turn right along the Harestock Road to gain access to the Stockbridge Road. The Harestock Road is just wide enough for HGV traffic, but there can be difficulties (see Photograph).



Example Harestock Road safety issue: HGV and Horse Box (pavement mounted) attempt to pass each other (2020)

The single pavement along the Harestock Road is unsuitable in parts for groups of pedestrians, and pedestrians with prams and wheelchairs (*we are in discussion with our County Councillor about this issue*). Therefore, walking along the Harestock Road towards the shops at Weeke is an unpleasant experience for pedestrians and can be intimidating. The junction of the Harestock Road with the busy Stockbridge Road is also a risk point for HGV because of the approach speeds of vehicles travelling south to Winchester.



Map of North Winchester Area

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(Revised September 2021)