



Strategic Planning & Research Unit

For and on behalf of
Drew Smith (50807)

Submissions to
Winchester Local Plan Part 2
Matter 10 & 11

on behalf of
Drew Smith

Prepared by
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Date
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Drew Smith 50807
Hookpit Farm Lane (site 2506)

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0.0 INTRODUCTION: MATTER 11, KINGS WORTHY – POLICY KW1

Introduction

- 0.1 These submissions are made on behalf of Drew Smith. In summary it is considered that in order to fulfil the objectives of LPP1 in terms of meeting housing needs including affordable housing there should be a main modification to the plan to include the site at Top Field Hookpit Farm Lane (Site 2506) for approximately 40 dwellings of which 25 dwellings are proposed to be affordable as well as the creation of informal recreational space and an extension to the footpath network (Appendix 1). The proposed additional policy is set out in appendix 2.
- 0.2 This site was one of the reasonable alternatives considered in the SA (SUB4). This concluded that the site was substantial and could deliver sustainability benefits and that all negative impacts could be mitigated.
- 0.3 The site has also been subject to public consultation as one of the three short listed sites for the single development site.
- 0.4 It should be noted that part of the site has been granted consent for 25 affordable dwellings as an “exception” and that these do not count towards either the overall requirement or the 250 dwelling MTRA2 requirement proposed for Kings Worthy (15/00969/OUT).
- 0.5 The site being proposed for allocation is also subject to an appeal that is being held in abeyance. This proposal is for up to 50 dwellings including a substantial proportion of affordable housing. In the council’s Statement of Case for the appeal (APPL1765W/15/3137137 bottom paragraph page 26) the council accept that the additional 35 affordable dwellings would help meet demand. This is not particularly surprising given the councils underperformance in the delivery of affordable housing during the plan period.
- 0.6 The proposed allocation if it was brought forward would help meet local and district needs.
- 0.7 The approach of the submitted plan at Kings Worthy is different to that adopted for most of the settlements. Instead of proposing allocations to meet the remaining need (in Kings Worthy this is calculated as being 121 dwellings) the plan instead proposes to rely upon unallocated sites including windfall to meet this need. This approach will not deliver the benefits identified in the SA (SUB4) which would derive form this site including the provision of affordable housing.

1.0 I) ARE THE POLICIES AND PROPOSALS FOR GROWTH AND CHANGE IN THIS AREA APPROPRIATE AND JUSTIFIED, INCLUDING IN RELATION TO THE NPPF/PPG, AND IN TERMS OF ENVIRONMENTAL, ECONOMIC AND SOCIAL IMPACTS?

The requirement for additional housing allocations in Kings Worthy

- 1.1 To deliver the 250 dwellings at Kings Worthy (LPP1 policy MTRA2) the LPP2 proposes a single allocation at Lovedon Lane (site 365) which has capacity for about 50 dwellings.
- 1.2 LPP2 (paragraph 4.4.5) states that the remaining housing requirement for Kings Worthy, taking account of completed and anticipated development, is about 51 dwellings.

- 1.3 This leaves the majority of the dwelling requirement to be delivered on unidentified windfall sites (70 dwellings) and on large sites identified in the SHLAA (51 dwellings) (LPP2 table top of page 70).
- 1.4 This approach is not considered to be sound for the following reasons:
 - a. There is no compelling evidence that the past sources of windfall from large “house and garden” sites will continue to be a reliable source of supply as required by paragraph 48 of the Framework
 - b. The main source of windfall includes residential gardens contrary to paragraph 48 of the Framework
 - c. There should not be a reliance on unallocated SHLAA sites these should be identified and tested as part of the local plan process.
- 1.5 It is noted that Kings Worthy is the only other settlement apart from Winchester itself which the council consider the evidence is sufficiently compelling to justify a windfall allowance. We do not agree with this assessment for the following reasons:

The evidence base for a windfall element of 70 dwellings

- 1.6 The evidence supporting this covers just five years from 2007 to 2012 and is based predominantly on large unidentified sites in the “house and garden” category coming forward (table 3 page 10 “Assessment of windfall trends and potential in Kings Worthy” (EBKW7)).
- 1.7 Paragraph 6.2 of the Assessment of windfall (EBKW7) states a total of 70 dwellings might be expected from both large and small windfall sites (5 a year).
- 1.8 Paragraph 48 of the Framework clearly states that windfalls should not include residential gardens the category “House and Gardens redevelopment” clearly includes residential gardens and as such deriving a windfall estimate from this source is contrary to the Framework.
- 1.9 Table 3 of the Assessment (EBKW7) highlights that the majority of the completions from “House and gardens” category come from large sites.
- 1.10 Paragraph 4.4 states that small windfall sites are the most likely consistent source of windfall in the future and it is therefore useful to consider them in isolation. The Assessment does not however consider the contribution of small sites in isolation.
- 1.11 Paragraph 4.4 describes house and gardens sites as being partly in the residential garden and partly on the foot print of a demolished property.
- 1.12 Table 3 (EBKW7) highlights that small site completions from existing housing at 6 units (just over 1 a year) while small site “House and gardens” contributed 10 completions (2 a year).
- 1.13 In the terms of this report the most consistent source of windfall is likely to deliver 1 dwelling / year if calculated in accordance with the Framework.
- 1.14 The larger sites in the “House and gardens” category which is relied upon to bring forward the majority of the 70 dwelling in windfall only makes sporadic contributions to the supply, possibly only two sites in the last five years.
- 1.15 It is difficult to establish which consents have been counted towards the 36 completions of large sites categorised as “House and Gardens” but by reviewing the

larger consents in Kings Worthy over the period starting in 2004 the following would appear to be potential contributors:

- a. 04/02637/FUL: 19 dwellings gross - 1 Court Road this was clearly the redevelopment of two residential properties and their gardens.
 - b. 08/00439/FUL: 12 dwellings gross 10 net - Clelands Churchill Close (allowed on appeal 2009). This site is all residential gardens plus the foot print of the two dwellings.
 - c. 09/01407/FUL: 30 dwellings at 37 Willis Way – now developed as “The Dell” this definitely included 2 residential properties as well as their garden space and a garage court which made up the smaller proportion of the site.
 - d. 09/00937/FUL Demolition of 3 no. dwellings and replace with 30 dwellings 122-128 Lovedon Lane - again this was the redevelopment of 3 residential properties and their gardens. Although the red line included an element of recreation space all of the development was on the residential garden space and the much smaller footprint of the original dwellings.
- 1.16 Table 1 of the Windfall Assessment (EBKW7) shows that the contribution from windfall sites have been extremely sporadic from -2 to +30.
- 1.17 Figure 7 (EBKW7) shows that completions from “House and Garden” sites have only occurred in 3 of the last 5 years.
- 1.18 In commenting on figure 7 the council state that no category of windfall has been wholly consistent as a source of completions (EBKW7 paragraph 4.5).
- 1.19 The majority of historic windfall completions have been from large sites and not small sites. The council also highlight that the period being used to justify the windfall rates (2007/8 to 2011/12) are untypical and that the lower rate of completions experienced 2001 to 2007 were at a level more in keeping with the size of Kings Worthy (EBKW7 paragraph 4.6).
- 1.20 Furthermore, the council state that the large sites are likely to be a finite resource (EBKW7 paragraph 4.6).
- 1.21 While the council identify 2 locations in which further redevelopment of house and gardens might occur this is not compelling evidence that such developments will be a consistent and reliable source of windfall (EBKW7 paragraph 4.6).
- 1.22 Again in commenting on the reliability of the house and garden large sites to come forward the council state that these are “less predictable”.

Conclusion on windfall calculation for Kings Worthy

- 1.23 There are three strands to our objections to the calculation of windfall for Kings Worthy these maybe summarised as follows:
- a. The period of 5 years which the council describe as “untypical” is not sufficient to provide a realistic assessment that these sources are reliable.
 - b. In accordance with paragraph 48 of the Framework development on residential gardens should not be included in the assessment. Just relying upon small sites which do not include residential gardens would result in an average of 1 dwelling a year or 14 dwellings in the plan period.

- c. The contribution of larger “Housing and Garden” sites to the windfall should be discounted for two reasons
 - i. As above the inclusion of completions on residential gardens should not be included in the windfall contribution
 - ii. The rate of completions from the larger “House and Garden” Sites are too sporadic to be considered a reliable source of completions.
- 1.24 In light of the above it is considered that the table in LPP2 page 70 should be amended and the windfall allowance reduced to 14 dwellings.

The inclusion of SHLAA sites as a contribution to meeting the housing requirement.

- 1.25 The Table on page 70 of LPP2 refers to 52 dwellings being delivered on sites not identified in the development plan but in the SHLAA 2015.
- 1.26 Such an approach is considered unsound as these sites should be included in the development plan and be subject to public consultation like the 3 options have been including the site subject to this submission.
- 1.27 In summary there is a question as to the delivery of these sites as identified in the SHLAA (EBT8a):
- a. Site 329 (7 dwellings) "Dildawn" Tudor Way – this is part of the larger site that is being promoted in this submission and is part of the site that is currently at appeal. The future development of this site independent of the larger site is uncertain.
 - b. Site 381 (14 dwellings) Kings Worthy Court - this site is a car park for the offices and is in a conservation area and is part of an historic garden. According to the SHLAA there has been no developer interest expressed in the site. The Council refused consent for application 06/03423/FUL for 14 dwellings on the site in February 2007, and as such the timing given for delivery is 2025-31.
 - c. Site 2509 (31 dwellings) Cornerways, Church Lane, - this property is owned and managed by Hampshire County Council and accommodates up to 40 people who require personal care, including people who may have dementia. It is noted that the council consider that provision of replacement care counts towards their overall dwelling requirements, if this is the case then the redevelopment of this site actually results in a net loss of 9 units. The site also contains Merrydale Children’s home. At present this site is not for sale and there is the possibility that it may be redeveloped for care use given its present use.
- 1.28 As these sites have not been subject to public consultation in the same way as the potential development plan allocations it is not considered that they should be relied upon to meet the needs of the plan without undergoing such scrutiny.
- 1.29 It is proposed that the 52 dwellings identified as SHLAA sites should be removed from the table on page 70.
- The results of the SA**
- 1.30 The site subject to this submission, Hookpit Farm Lane (site ref 2506), has previously been promoted as an allocation. It has been assessed in the SA (SUB4) and in terms

of impact has been found to be equal or better than the site finally selected by public consultation (365). In summary the SA (SUB4) concludes:

- a. Transport – better than 365 as site could deliver additional rights of way
 - b. Water – all of 365 located in zone 1 of ground water protection zone while only part of 2506 is located in Zone 1. Site 365 is identified as being in the most sensitive landscape category site 2506 is in the less sensitive – highly sensitive category.
 - c. Heritage - 365 has potential to affect neighbouring conservation area whereas 2506 would require an archaeological investigation prior to development.
 - d. Landscape and Soils – the development of site 365 could lead to major long-term negative effects on soils
 - e. Built Environment - Development of site 365 could potential affect important views in and across Kings Worthy and has been identified as housing important vegetation.
- 1.31 Pollution – 365 is considered to be more vulnerable to polluting water sources resulting from development. While it states that there is the potential of contaminants for 2506 due to previously land fill and noise from the railway line there was no issue with land fill or contaminants with the granting of consent for 25 dwelling site on part of the proposed allocation.
- 1.32 Paragraph 4.22 of the SA (SUB4) outlines the positive effects the development of the Hookpit Farm Lane site might have on biodiversity and access to BAP Habitats / Green Infrastructure it also confirms that the potential negative impacts on archaeology can be suitably mitigated as can potential noise from the railway line.

The weight to be given to the public consultation exercise

- 1.33 The results of the public consultation exercise are reported in the “Report of Public Consultation on Kings Worthy Site Allocations”. It is accepted that the allocated site (365) scored higher in the public consultation exercise and therefore was the first site to be allocated. In the circumstances that additional sites need to be allocated then the advantage of Hookpit Farm Lane (site ref 2506) is that it has already been subject to public consultation.
- 1.34 There are shortcomings in the public consultation, and the council recognise this by ignoring the results of questions 5 and 7. We consider this issue however is more widespread as that other criteria required members of the public to have detailed technical knowledge of the sites in order to respond to the questions correctly.
- a. Question 2 access – the Hookpit Farm Lane site scores poorly and yet the consent for 25 affordable dwellings on part of the site clearly demonstrates that suitable access can be achieved.
 - b. Question 4 Kings Worthy / Abbots Worthy gap – Abbots Worthy lies to the east of Lovedon Lane and yet the Lovedon Lane site (365) which lies within this gap would extend the settlement towards Abbots Worthy scores the same as Hookpit Farm Lane (2506) which lies on the opposite side of the settlement to Abbots Worthy. Looking at the individual scores over 20 respondents considered the Hookpit Farm Lane to have the greatest impact on this gap compared to 15 for the allocated site. These results are simply illogical given the location of Hookpit Farm Lane site.

- c. Question 5 physical constraints – the granting of planning permission for 25 affordable dwellings clearly demonstrates that there are not physical constraints to the development of Hookpit Farm Lane and yet the public have scored the site very poorly.
 - d. Question 6 proximity to services – despite the close proximity of the Hookpit Farm Lane site to the largest convenience shop in the settlement the public scored the site very poorly on this criterion while factually the site is considered to be well related to facilities in the SA.
 - e. Question 7: policy designation – this is a factual question and the answer should reflect that the preferred allocation and this site have no national designations but both are subject to local development plan policies. Whilst both are outside the settlement boundary the preferred site is in a settlement gap adjacent to South Downs National Park. Development is also subject to LPP1 CP18 and CP19.
- 1.35 It is accepted that just because the public response does not bear up to any detailed scrutiny the scores are an indication as to the general opinion of the 117 persons who completed the questionnaire.
- 1.36 We would suggest care should be taken with interpreting these results as there appeared to be some 40 plus respondents who consistently scored the Hookpit Farm Lane site poorly irrespective of the factual evidence.
- 1.37 The analysis does not check for bias for example the poorer scores may simply be attributed to the fact that there had been recent development on the Hookpit Farm Lane Site, and that the land owner had conducted public consultations before the site selection process commenced. This meant local residents were aware of the proposals, made comments, and organised opposition.
- 1.38 The general responses also show misconceptions about the Hookpit Farm Lane Site including:
- a. Loss of green space / well used amenity area – this is private land with no right of access
 - b. Important wildlife site – the site is not designated as having either national or local importance.
 - c. Poor access to schools and buses – this is contradicted by other comments in which stated it is the closest to amenities and bus routes and the results of the SA
 - d. No capacity at Springfield Road junction – this is factually incorrect as the consent for the 25 units demonstrates. The council have agreed there is capacity for up to at up to 80 dwellings on Top Field although there is also the option of an additional access on to Springvale road – secured to overcome local residents concerns.
- 1.39 The proposed KW1 allocation is significantly larger than site 365 which was consulted upon as the consultation site was only for 30 dwellings.
- The case for further housing allocations at Kings Worthy**
- 1.40 There is no compelling evidence of a continued supply of largescale windfall sites in Kings Worthy. These should be excluded from the calculation of the residual requirement and therefore to meet the 250 dwelling requirement for Kings Worthy

there is a need to allocate sites for **158 dwellings** in order for the plan to be considered sound (250 – 70 completions – 8 permissions – 14 windfalls on small non garden sites). If this is the case, then the allocation of this site would be both sustainable and achievable as supported by the results of the SA.

1.41 Notwithstanding the argument about the calculation of the requirement for King Worthy if we are correct in terms of the need to allocate additional sites to meet of the general need (SPRU Submissions on matters 1 and 2) then the need to provide a greater range of sites to secure the delivery of the overall housing requirement, would according to the findings of the SA, justify the allocation of additional dwellings in Kings Worthy and on this site in particular.

2.0 ARE THEY CLEAR AND DELIVERABLE, INCLUDING IN RESPECT OF THE ASSOCIATED INFRASTRUCTURE REQUIREMENTS?

2.1 The Council has removed the earlier RT5 open space recreational land requirement on the Hookpit Farm Lane site and relocated this to the Lovedon Lane site (KW1).

2.2 Open space at KW1 does not fulfil the same function as would be met by open space at the Hookpit Farm Lane site the latter is in the centre of the settlement whereas KW1 is in the south east corner.

2.3 Provision of public open space on Hookpit Farm Lane would meet the objective of connecting Kim Bishops walk to the St Swithun's Way - an objective of the Village Design Statement (appendix 3).

2.4 The Village design statement (extract attached) states that St Swithun's Way is a long distance trail linking Winchester with Farnham and the Itchen Way. It goes onto state that South Wonston can be reached from Kings Worthy using the old Newbury railway track, which is being upgraded and dedicated as a bridleway. There is currently no link between this route and Kim Bishop's Walk, which follows the third railway to pass through the village, a section of the old Alton railway line now owned by the Parish Council. Such a link has been proposed over many years and the Village Design Statement comments that it is hoped that this might be achieved with the development of the Top Field site.

2.5 Top Field is an alternative reference for the wider area of land at Hookpit Farm Lane

2.6 This open space and footpath infrastructure will not be delivered by KW1 but could be a positive contribution (as recognised by the SA) should there be a further allocation at Hookpit Farm Lane (Top Field).



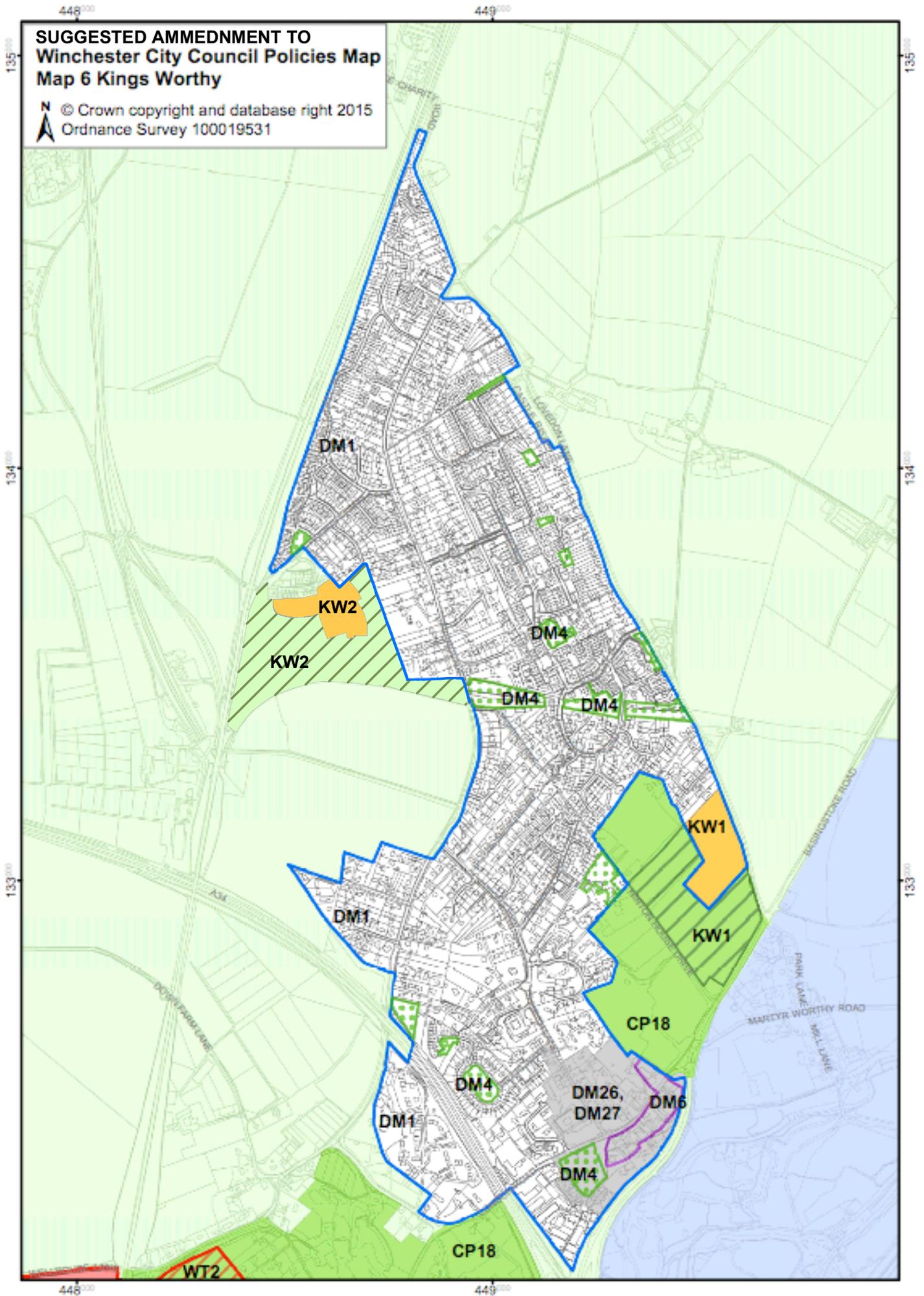
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APPENDIX 1: PROPOSED AMENDMENT TO PLAN

**SUGGESTED AMMEDNMENT TO
Winchester City Council Policies Map
Map 6 Kings Worthy**

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APPENDIX 2: PROPOSED NEW POLICY KW2

A2.1 The additional policy proposed to include this site into the LPP2 is as follows:

Policy KW1 – Lovedon Lane Housing and Open Space Allocation

Land at Hookpit Farm Lane, as shown on the Policies Map, is allocated for the development of open space and about 40 dwellings. Planning permission will be granted provided that detailed proposals accord with the Development Plan and meet the following specific development requirements:

Nature & Phasing of Development

a masterplan establishing principles for the disposition of housing, open space, access points and linkages for the whole allocated area should be submitted with each application for development. Any subsequent applications for all or part of the site should also demonstrate how the proposal will accord with these principles and achieve the form of development intended by this allocation as a whole.

Access

- provide safe vehicle, pedestrian and cycle access from Hookpit Farm Lane / Springfield lane and contribute to any off-site junction improvements necessary;
- provide footpaths/cycleways through the site to link with routes to the village centre, Primary School and adjoining countryside.

Environmental

- to set development away from the railway line and provide substantial new planting to retain and reinforce existing boundaries around the proposed housing area, in conjunction with open space provision;
- avoid detrimental impacts on the South Downs National Park and its setting;
- provide on-site open space (Informal Open Space) and a substantial area of open space including Parkland, Natural Greenspace, Informal Open Space and (if required) Allotments on the undeveloped part of the site, to meet current and future open space needs, enhance the network of green infrastructure, improve its amenity and biodiversity value.

Other Infrastructure

- ensure that the Groundwater Protection Zone is protected;
- provide infrastructure needed to make the development acceptable in planning terms.



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APPENDIX 3: KINGS WORTHY VILLAGE DESIGN STATEMENT (EXTRACT)



Traffic and Communication Links

Introduction

Kings Worthy is well served with access roads and footpaths, making easy access to the village from any direction by road or on foot. Abbots Worthy is less accessible to pedestrians, having few pavements and two relatively busy roads, the A33 and B3047 running adjacent/through the village respectively. The rural character of both settlements is reinforced by the absence of traffic lights and roundabouts.



London Road

Kings Worthy was formerly served by the Newbury to Winchester railway, but the line is now buried beneath the modern A34 and the old station forms part of a small industrial area. The Southampton-Waterloo railway serves as a boundary to parts of the village, but trains pass through without stopping.

The roads in and around Kings Worthy and Abbots Worthy can be divided into three categories: principal roads, local roads and cul-de-sacs.

Principal Roads

Principal roads largely form the boundaries of Kings Worthy. The A34 is a major trunk route with no direct access to Kings Worthy and, like the main railway line, only serves the village as a boundary feature. The other main roads, the A33 and B3047, provide access to both Kings Worthy and Abbots Worthy. All of these are single carriageway, two lane roads, except the most southerly part of the A33, which is a dual carriageway. Whilst some lengths of these roads are fronted by houses, elsewhere they run adjacent to open farmland.

Alresford Drive



London Road, which bisects the old

village of Kings Worthy, suffers from a relatively large number of junctions and its sinuous course results in poor sight lines, especially at the junction with Church Lane. Traffic speeds are a problem on Springvale Road and Lovedon Lane, and measures to reduce the 40 mph speed limit to 30 mph would be welcomed.

Traffic volumes are generally moderate, but significantly increase during the rush hours. The exception to this is the A34, which is very busy at all times. Lighting levels along the main roads are very low, with lights mainly at junctions. Facilities for pedestrians are generally poor, with heavy traffic and narrow footpaths creating an unfriendly environment.

Local Roads

Branching off the main roads in Kings Worthy are a number of smaller local roads with housing along both sides. These form the major access routes and comprise Church Lane, Nations Hill, Forbes Road, Fraser Road, Pound Road and Ramsey Road. All of these are relatively narrow roads, just sufficient for two-way traffic and have grass verges along much of their length, except for Church Lane, which is much narrower with buildings adjacent to the road.

They carry moderate levels of traffic during peak periods, but this reduces at other times. Lighting is limited to a few locations, mainly at junctions and is at a slightly higher level in the more built up areas.

Cul-de-sacs and Minor Lanes

The remainder of Kings Worthy's and Abbots Worthy's roads are predominantly small cul-de-sacs of around fifteen houses, or lead into housing areas and to other smaller roads. These are mainly curved roads serving the houses, with many trees, grass verges and hedges. Traffic levels are relatively low, being only used to access residential properties. In general the level of lighting in these residential roads is low, with the highest levels in some of the newer estates.

In Abbots Worthy, Mill Lane is a 'dead-end' leading from the B3047 to the River Itchen. This is very different in character to the cul-de-sacs of Kings Worthy and has a strong rural character, with no footpaths, lighting, kerbs or formal turning head. Park Lane is similar in character, although as this is a through-route, it sees more traffic and has difficult junctions at each end.



Footpaths

Kings Worthy is very well served by a network of footpaths providing links to all parts of the villages. These include several footpaths on the Hampshire County Council definitive map, such the paths linking Hinton House to Legion Lane, and Campion Way to Frampton Way.

Abbots Worthy is also very well served with footpaths, predominantly linking it to the Itchen Valley. A number of rural footpaths stretch out through the countryside, linking Kings Worthy to Winchester (via the St Swithun's Way/Nun's Walk) and Worthy Down and Abbots Worthy to Easton (via the Itchen Way). The St Swithun's Way is a long distance trail linking Winchester with Farnham and the Itchen Way links Southampton with Hinton Ampner. South Wonston can be reached from Kings Worthy using the old Newbury railway track, which is being upgraded and dedicated as a bridleway. There is currently no link between this route and Kim Bishop's Walk, which follows the third railway to pass through the village, a section of the old Alton railway line now owned by the Parish Council. Such a link has been proposed over many years and it is hoped that this might be achieved with the development of the Top Field site.



Parking problems

Parking

In places there is not enough off-road parking provision within Kings Worthy. This is especially noticeable in the local authority housing areas and in the newer cul de sacs. To minimise visual intrusion, new developments should try and accommodate adequate off-street parking for residents and visitors. In existing residential areas such as Ramsay Road, North Road, Willis Way and Campion Way, replacing linear parking with adequately lit, angled bays could alleviate the problem.



Burntwood

Design Guidelines

- D18 Street lighting should be positioned to provide illumination at road junctions. Consultation with local residents should be undertaken prior to introducing new or additional street lighting. (T.3)
- D19 New housing developments should be linked to the footpath network. (T.1, T.3, T.8)
- D20 Where appropriate, opportunities should be taken to create additional footpaths linking Kings Worthy with adjacent settlements and countryside (RT.9, T.1, T.3, T.8, S.9)
- D21 Where appropriate, opportunities should be taken to incorporate additional cycle routes within the village (RT.9, T.1, T.3, T.8)
- D22 Where appropriate, parking should be provided off-street. Solutions such as secure, rear serviced garage courts or landscaped parking areas should be developed to keep parking unobtrusive. (T.4)

Additional goals

- G9 In existing problem areas, additional parking spaces could be provided by replacing traditional linear kerbside parking with angled bays.
- G10 Measures to reduce the speed limit of the London Road between Taylors Corner and the Cart and Horses Public House to 30 mph should be promoted. The use of traffic calming and the provision of a pedestrian refuge should be considered.
- G11 Measures to reduce the speed limit of Springvale Road, Lovedon Lane and B3047 in Abbots Worthy to 30 mph should be promoted.
- G12 Improve safety of junctions at both ends of Park Lane, Abbots Worthy.
- G13 The use of double-decker buses along Church Lane, which is narrow in places, creates congestion. Whilst the road cannot be widened, opportunities should be taken to use smaller bus sizes on this route. The use of this road by heavy goods vehicles is also of concern.
- G14 Public and sustainable transportation is encouraged, including:
 - The use of a walking bus for the school and support for 'Safer Routes to School'
 - An improved evening bus service
 - Improved safer routes for cyclists
- G16 The recreational walking network should be extended by linking existing footpaths to create circular walks. This could be achieved by extending the Kim Bishop Walk into Top Field and Hookpit Farm Lane and by making Woodhams Farm Lane a public right of way or permissive footpath.
- G17 Footpath maps should be located at strategic locations and footpaths should be signed with their destinations. Footpath information leaflets should be widely distributed.

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