



Bishopstoke Parish Council

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**Members of the Planning Committee are summoned to attend a meeting on
Tuesday 28th September 2021 at 7:00pm at Bishopstoke Methodist Church, Sedgwick Road.
This meeting is open to the public.**

All planning documents are available via the Eastleigh Borough Council planning portal.

AGENDA

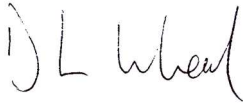
PUBLIC SESSION

1. Apologies for Absence
2. To adopt and sign Minutes of the Planning Committee meeting held on 14 September 2021
3. Declarations of Interest and Requests for Dispensations
4. To appoint a Councillor to attend the One Horton Heath Development Management Committee meeting on September 30th and agree a statement
5. To agree a response to the Eastleigh Local Cycling and Walking Infrastructure Plan
6. To agree a response to the Bishopstoke Road Bus Priority Improvements Plan
7. Consideration of Planning Applications
 - H/21/91408 – 37 Haig Road – Adaption of existing single storey rear conservatory to replace roof with new flat roof construction. Proposed alterations to doors, windows and material changes in existing conservatory, and the installation of a glazed roof lantern.
<https://planning.eastleigh.gov.uk/s/papplication/a1M4J000000k0M9/h2191230>
 - H/21/91443 – 258 Fair Oak Road – Partial demolition of existing rear extension and erection of part single storey part 2 storey rear extension.
<https://planning.eastleigh.gov.uk/s/papplication/a1M4J000000k0M9/h2191230>
 - H/21/91241 – 43 Weavills Road – Removal of existing conservatory and replace with flat roofed single-storey rear extension with roof lantern.
<https://planning.eastleigh.gov.uk/s/papplication/a1M4J000000k0M9/h2191230>
 - H/21/91207 – 2 Fox Close – Demolition of conservatory to create single storey rear extension with alterations to fenestration.
<https://planning.eastleigh.gov.uk/s/papplication/a1M4J000000k0M9/h2191230>
 - Consideration of planning applications that arrived after the publication of this agenda.

Members: Cllrs Dean A (Chair), Francis (Vice Chair), Candy, Daly, Hillier-Wheal, McKeone C and Moore

*Please note: All relevant documents to planning applications are found at <https://planning.eastleigh.gov.uk/s/>
Type the planning application number into the Search box and click "Search"
PLAN_2122_A07*

8. To receive the Clerk's report on recent planning decisions and other matters
9. Date, time, place and agenda items for next meeting
10. Motion for Confidential Business
11. Reported Breaches of Development Control (Confidential business)



D L Wheal
Clerk to Bishopstoke Parish Council
21st September 2021

Members: Cllrs Dean A (Chair), Francis (Vice Chair), Candy, Daly, Hillier-Wheal, McKeone C and Moore

Please note: All relevant documents to planning applications are found at <https://planning.eastleigh.gov.uk/s/>

Type the planning application number into the Search box and click "Search"

PLAN_2122_A07

**Minutes of a Meeting of the Planning Committee
held at Bishopstoke Methodist Church
commencing at 7:00pm on 14 September 2021**

Present: Cllrs Francis (Chair), Candy, Daly and Hillier-Wheal

In Attendance: Mr D Wheal (Clerk to Bishopstoke Parish Council)

Public Attendance: 0 members of the public were present.

PLAN_2122_M06/

Public Session

48 Apologies for Absence

48.1 Apologies had been received and accepted from Cllrs A Dean, C McKeone and Moore.

49 To adopt as a true record, and sign, the Minutes of the Planning Committee meeting held on 10 August 2021

49.1 The Minutes of the above meeting had been circulated prior to the meeting.

49.2 Proposed Cllr Daly, Seconded Cllr Candy, **RESOLVED** that the minutes of the Planning Committee meeting held on 10 August 2021 be adopted as a true record.

50 Declarations of Interest and Requests for Dispensations

50.1 There were no declarations or requests.

51 Consideration of Planning Applications

51.1 H/21/91230 – 8 Hartley Road – Single storey rear extension – The Committee agreed to raise no objection to the application.

51.2 T/21/91305 – Land to the rear of 8 Horton Way – 1 no. Oak (T1)- Crown reduce by 5m garden face to balance canopy (over 2 gardens), deadwood and crown raise to 5m around full circumference – The Committee agreed to raise no objection to the application.

51.3 O/20/89498 – Land at Burnetts Lane, Fir Tree Lane and Allington Lane – Outline: Phased mixed-use development comprising: up to 2,500 residential units in total; a primary Local Centre (and supporting secondary local centres) comprising mixed-use residential/retail/leisure/community/employment/day nursery/food establishment uses; office, commercial and industrial uses; a Primary School; public open space including formal sports facilities and informal provisions; relocation of solar panels; key infrastructure and utilities provision including new roads, footpaths and cycle paths and improvements to the existing road junction at Fir Tree Lane/Burnetts Lane; and ecological, landscape, site preparation and demolition works (All Matters Reserved Except Access). This application is subject to Environmental Impact Assessment – The Committee agreed to focus on the proposed changes to road junctions around Allington Lane, Sandy Lane and Blackberry Drive, having already previously objected to the application as a whole.

The Committee agreed to object on the grounds of highway safety, traffic impact, lack of information and lack of consultation.

With regards to highway safety the Committee believe that the lack of traffic lights at the proposed new junction between Blackberry Drive and Fair Oak Road will lead to an increase in danger to road users. Traffic attempting to turn right out of or into Blackberry Drive will be forced to cut across the Fair Oak Road traffic. Without traffic lights, and with the significant traffic at peak times of day, this will always be less safe than the current junction. Additionally, pedestrians and cyclists will be required to cross the Blackberry Drive junction with no assistance which will lead to greater danger in particular for those travelling to and from the schools in Fair Oak, and the doctor's surgery at Stokewood. Finally, anyone accessing the MUGA and swings by the Y-Zone will be at greater danger as the road is proposed to swing up right next to the play equipment.

With regards to traffic impact this junction does nothing to mitigate the increased traffic levels that will be seen along Bishopstoke Road and Fair Oak Road. The junction appears to be designed to allow traffic to join Fair Oak Road from Allington Lane, but no thought has been given to what happens to that traffic once it is on Fair Oak Road. Bottlenecks will be created where the road goes back down to one lane and this will be further exacerbated whenever more than two cars are waiting to turn into Blackberry Drive, as the queue created there will force drivers wishing to travel on to Fair Oak to either wait, or swerve around the queue, again creating a risk where none existed before.

There is a distinct lack of information contained in the plans. There is no detail on the proposed route of the new Blackberry Drive, no information on the impact the new road would have on the Y-Zone and the play equipment, and little in the way of information regarding the cycleway, its separation from the road and the retention of hedges. Also, whilst there is a crossing shown at the top of Allington Lane there is no detail as to what type of crossing it will be.

Alongside the lack of information there has been a lack of consultation. The vast majority of local residents who would be impacted by the junction changes – those for whom Blackberry Drive is the only route in or out of their estate – have not been consulted at all, and only a small number of residents on Fair Oak Road have been notified of the proposed changes. Given the degree of impact the increased traffic and the junction changes will have the Committee feels that this “letter of the law” consultation is entirely inadequate. Additionally, whilst the Borough Council owns the land that the proposed Blackberry Drive route will cross in a technical sense, this land has been in the process of being transferred to Bishopstoke Parish Council for a number of years now, and a letter of comfort has been signed to that effect, and yet the Borough Council saw no need to inform the Parish Council of these proposed changes.

Bishopstoke Parish Council objects to the proposed changes to the Allington Lane / Sandy Lane / Blackberry Drive junctions in the strongest terms and requests that the Borough Council consult with local stakeholders and think again before bringing alternative proposals forward.

51.4 No further applications had arrived following the publication of this agenda.

52 To receive the Clerk's report on recent planning decisions and other matters

52.1 The report on recent planning decisions and other matters had been circulated with the supporting documents and was noted by the Committee.

53 Date, time, place and agenda items for next meeting

53.1 The next meeting of the Planning Committee will take place at 7:00pm on Tuesday 28th September at the Bishopstoke Methodist Church.

54 Motion for Confidential Business

54.1 Proposed Cllr Francis, Seconded Cllr Hillier-Wheal, **RESOLVED** unanimously that in view of the confidential nature of the business about to be discussed relating to possible breaches of planning regulation it is advisable in the public interest that the public be excluded and for the record the business be regarded as confidential.

55 Reported Breaches of Development Control (Confidential business)

55.1 The report on alleged breaches of development control had been included with the supporting documents for Councillors. It was noted by the Committee.

There being no further business, the Chair closed the meeting at 7:21pm

DRAFT

Chair's Signature: _____ Date: _____

Clerk's Signature: _____ Date: _____

Planning – 28th September 2021

Item 5 – Cycling and Walking Plan

What is an LCWIP?

LCWIP stands for 'Local Cycling and Walking Infrastructure Plan' as set out in the Government's Cycling and Walking Investment Strategy (2017).

"LCWIPs offer a new strategic approach to identifying cycling and walking improvements at a local level." Department for Transport Cycling and Walking Investment Strategy 2017

A successful LCWIP will provide the following:

A network plan for walking and cycling identifying preferred routes as 'primary' (which represent busy, direct, and main routes), 'secondary' (which represent medium usage routes through local areas, feeding into the primary routes) and core walking zones, for further development;

A prioritised programme of infrastructure improvement options for future investment;

A report which sets out the underlying analysis undertaken and provides the rationale for the identified improvements and network.

LCWIPs enable a long-term approach (typically 10-year periods) towards developing local cycling and walking networks and form a crucial part of the Government's ambition to increase the number of trips made by walking and cycling.

Hampshire County Council see LCWIPs as a way to be aspiring and ready for future national funding opportunities to provide improvements in walking and cycling infrastructure, across the county.

Why is an LCWIP needed?

Having an LCWIP in place means that local authorities are in a much better place to bid for funding towards the improvement of walking and cycling related facilities. LCWIPs can also link with other strategic planning documents, such as Local Transport Plans, Local Plans, and other walking and cycling strategies.

Having an LCWIP 'ready to go' is vital in helping to attract, secure and focus the right future funding and help developers understand local ambitions, drawing in successful contributions from future developments.

What data and information are used?

LCWIPs are evidence-led, so gathering relevant information and data at an early stage is an important step in establishing a successful cycling and walking infrastructure network.

Stakeholder engagement plays an important part in this, as local knowledge and views from a variety of user groups helps develop a strong and locally supported plan. Views gathered through stakeholder workshops will be added to, through public consultation.

The feedback we receive provides a clear picture of what works well in the network and what does not. It also helps us to understand priorities for routes and infrastructure improvements.

A broad range of information is gathered to inform the preparation of the LCWIP. This can cover:

Existing transport network - including links with other proposed transport schemes.

Travel patterns – data on existing walking and cycling networks;

Location of significant locations that generate a high volume of journeys (existing and planned) – such as key employment sites, transport interchanges, educational facilities, and housing developments, as well as retail and town centres and public recreational facilities;

Car journeys under 2km and 5km which could be converted to walking and cycling trips;

Perception of existing facilities – people’s concerns about their journey and what they would like to see improved.

Hampshire’s first LCWIP focus is on the routes and zones that have the greatest potential to convert car trips to walking and cycling trips. This means they tend to have a more urban focus, where trips are often shorter, and where more people live, work and visit.

We recognise this and will seek to address the balance for more rural areas, walking zones and tertiary cycle routes, in future versions of LCWIPs. These future versions are likely to have closer links to our Public Rights of Way network.

How will the routes be improved?

In July 2020 the Government launched a new walking and cycling policy called “Gear Change” and ambitious new guidance on design for cycle schemes in a document called Local Transport Note 1/20 (LTN 1/20). Local authorities and developers are now expected to use LTN 1/20 in the design of their schemes. As this guidance was published after the audits for the first six LCWIPs had been completed, the County Council plans to review their contents in line with LTN 1/20 after public consultation. This is so we can review the feedback received from the consultations, at the same time as updating our potential options.

For more information on LTN 1/20 follow this link.

In response to the Government’s latest approaches to walking and cycling, Hampshire County Council has published new walking and cycling principles. To find out more about the County Council’s new walking and cycling principles, follow this link to our Active Places page.

Planning – 28th September 2021

Item 6 – Bus Improvements Plan

Scheme overview

The aim of this scheme is to improve the reliability and journey times of public transport, namely the bus for those travelling between Southampton and Eastleigh.

This scheme will deliver infrastructure improvements to provide priority to buses at Riverside and Chickenhall junctions and offer a length of bus only lane between the two (eastbound). It will also offer improved facilities for waiting passengers and real-time information facilities including enhanced bus stops (locations and provision).

The Bishopstoke corridor is a key section of route accessing the centre of Eastleigh for local communities immediately to the east and which travel onwards to and from Southampton. The aim is to encourage commuters to choose to leave the car at home and catch the bus.

In March 2020, Hampshire County Council welcomed news of the successful outcome of a funding bids to the Department for Transport (DfT). Made jointly with Southampton City Council, Hampshire County Council made a bid for investment designed to improve walking, cycling and public transport within the Southampton City Region. The Department for Transport awarded £57 million to the Southampton City Region from the Transforming Cities Fund (TCF). This funding is for capital investment in infrastructure to support and encourage active and sustainable travel from the outlying residential areas to key economic areas nearer the City Centre. The majority of the investment is on corridors from Eastleigh, Bursledon and The Waterside/Totton in addition to transport and mobility hubs in Eastleigh and at Southampton Parkway.

Further details of this route will be available once the preliminary design stage has been complete and will be published here. Stakeholder and public engagement events to inform communities about the opportunities offered by the implementation of this scheme to be held in 2022/2023.



Planning Planning Decisions report 28 September 2021

Recent Planning Decisions

H/21/91113 – 1 The Spinney – Two-storey rear extension with alterations to the fenestration.

Planning Committee Decision: Raise No Objection.

Borough Council Decision: Permit.

Clerk's Report

Recommendations:

PLAN_2122_M03/29.2 Regarding the Planning Committee Terms of Reference

The Terms of Reference were approved by Full Council at their meeting on September 14th.

Other Matters:

At the time of writing there were no other matters to report on.