

Planning, Design and Access Statement

Applicant

Cimbrone Developments 2 Ltd

Project

Beech Hill Stores, Eddeys Lane, Headley Down, Bordon, GU35 8HU

Agent

Clive Davis Architect

Reference Number

GU35 8HU

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1.0 Introduction

Proposal

- 1.1 CPC Limited have produced this Planning, Design and Access Statement (the “PDAS” or the “Statement”) on behalf of Cordage 15 Limited and have licensed its contents to Cimbrone Developments 2 Ltd (the Applicant) in support of the planning application at the proposal site (the “Site” or the “Property”): **Beech Hill Stores, Eddeys Lane, Headley Down, Bordon, GU35 8HU**. The PDAS has been revised by Clive Davis Architect to reflect the revised proposals for which permission is sought.
- 1.2 The application seeks full planning permission for the following development:
“Erection of six detached dwellings (Use Class C3) following demolition of existing buildings, together with associated parking and landscaping.”

Application Documents

- 1.3 The Application Comprises:
- Completed Application Forms
 - Completed CIL Questions
 - Topographical Plan prepared by Encompass
 - Existing and Proposed Plans prepared by Clive Davis Architect
 - Ecological Appraisal prepared by WYG
 - Habitats Regulations Assessment prepared by WYG
 - Report on Marketing prepared by Clarke Gammon Wellers
 - Transport Statement prepared by TPA

2.0 Application Site and Surroundings

- 2.1 The application site comprises of a traditional, two storey pair of semi-detached residential properties and a detached 2 storey commercial property that has been converted into a convenience store linking up a number of single storey outbuilding to the west of the site. The rear of the properties is accessed from the north eastern entrance leading to a parking area and land to the rear.
- 2.2 The two storey pair of semi-detached dwellings include 3 bedrooms at first floor level and lounge, kitchen and dining at ground floor. The dwellings which are in poor condition are of traditional brick construction, under interlocking concrete tiles.
- 2.3 The site is 800m from the Wealden Heaths Phase II Special Protection Area.
- 2.4 The site is within Flood Zone 1 and at low risk of surface water flooding.
- 2.5 The site lies outside the Nitrate Vulnerable Zone identified by the Environment Agency and has no implications for nitrate levels in the Solent.

3.0 Planning History

- 3.1 Planning permission number 58616 was granted with conditions on 20 September 2020 for the following development:

Six dwellings following demolition of existing buildings, together with associated parking and landscaping (as amended by plans received 17 April and 3 June 2020 and bat survey received 19 June 2020)[Amended layout and elevations received 31 July 2020] (Further amended site layout received 14 August 2020)

4.0 Planning Policy Context

- 4.1 Planning Policy Context Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that, in the determination of planning applications, decisions are made in accordance with the Statutory Development Plan of the District, unless material considerations indicate otherwise.
- 4.2 The Proposal Site is within the jurisdiction of the East Hampshire District Council where the development plan is comprised of the East Hampshire District Local Plan: Joint Core Strategy adopted in May 2014.
- 4.3 East Hampshire District Council formerly adopted the Vehicle Parking Standards (SPD) in July 2018.

National Planning Policy Framework

- 4.4 The National Planning Policy Framework (the “NPPF”) was published in February 2019 and establishes overarching principles of the planning system which aim to contribute to the achievement of sustainable development.
- 4.5 Paragraph 2 of the NPPF states that: “Planning applications for planning permission should be determined in accordance with the development plan unless material considerations indicate otherwise.”
- 4.6 Paragraph 8 of the NPPF stipulates the planning system has three overarching, mutual objectives for achieving sustainable development which are:
 - a) “Economic – helping to build a strong, responsive and competitive economy;
 - b) Social – supporting strong, vibrant and healthy communities and providing sustainable homes and by creating a well-designed environment with accessible services that support communities’ social well-being;
 - c) Environmental – protecting and enhancing our natural, built and historic environment; including making effective use of land and helping to improve biodiversity.”
- 4.7 Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development. For plan-making this means development plans should positively seek opportunities to meet the development needs of the area and be sufficiently flexible to adapt to rapid change and proposals should accord with an up-to-date development plan; and

for decision-taking this means development proposals that accord with the development plan should be approved without delay.

- 4.8 When determining applications, paragraph 38 stipulates it is a requirement that Local Planning Authorities should approach decisions in a positive and creative way. Paragraph 38 also states that Planning Authorities should work proactively with applicants to secure developments that improve the economic, social and environmental conditions of an area.
- 4.9 Paragraph 47 states that planning law requires applications for planning permission to be determined in accordance with the development plan unless material considerations indicate otherwise. It encourages that decisions on applications should be made as quickly as possible.
- 4.10 Paragraph 54 of the NPPF states that planning authorities should consider whether unacceptable impacts of a development can be made acceptable via planning conditions. Planning conditions should be kept to a minimum and only imposed if they meet the test of being necessary, relevant, enforceable, precise and reasonable to the development proposals.
- 4.11 Section 5 on delivering housing sets out the Government's commitment to boosting the supply of homes to meet local needs, and that land with permission should be developed without unnecessary delay.
- 4.12 Policy 63 states "[the] provision of affordable housing should not be sought for residential developments that are not major". Major developments are those which generate a net increase in housing of 10 or more units.
- 4.13 Paragraph 92 states that Local Authorities should guard against the unnecessary loss of valued facilities and services and ensure an integrated approach to considering the location of housing, economic uses and community facilities.
- 4.14 Paragraph 102 states that transport issues should be considered from the earliest stages of plan-making and development proposals, so that; the potential impacts of development on transport networks can be addressed; opportunities to promote walking, cycling and public transport are pursued; the environmental impacts of traffic and transport can be identified, assessed and if necessary mitigated; and, to ensure patterns of movement, streets and parking are integral to the design of schemes.
- 4.15 Paragraph 108 asserts that in assessing application sites it should be ensured that; sustainable transport is promoted; safe and suitable access can be achieved for all users; and, any significant impacts on the transport network can be cost effectively mitigated.

- 4.16 Paragraph 109 states: “development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”.
- 4.17 Paragraph 110 stipulates that regarding transport, highways and access developments should.
- Give priority to pedestrian and cycle movements, within the scheme and with neighbouring areas; Address the needs of people with disabilities and reduced mobility;
 - Create safe, secure and attractive places which minimise the scope for conflict between pedestrians, cyclists and vehicles; and
 - Allow for the efficient delivery of goods, and access by service and emergency vehicles
- 4.18 Paragraph 118 states that in considering planning applications substantial weight should be given to the value of using suitable brownfield land within settlements for homes; and the development of underutilised land and buildings especially if it helps to meet the housing needs in areas where land is constrained, should be supported.
- 4.19 Paragraph 121 states that local planning authorities should also take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specific purpose in plans, where this would help to meet identified development needs. In particular, they should support proposal to:
- a) Use retail and employment land for homes in areas of high housing demand, provided this would not undermine key economic sectors or sites or the vitality and viability of town centres, and would be compatible with other policies in this Framework.
- 4.20 Paragraph 122 asserts planning decisions should support development that makes efficient use of land, with regards to; the need for different types of housing; local market conditions and viability; the desirability of promoting the regeneration of an area; and, the importance of securing well-designed, attractive and healthy spaces.
- 4.21 Paragraph 123 states that where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential. Of each site.
- 4.22 Paragraph 124 asserts the creation of high-quality buildings and places is fundamental to what the planning development process should achieve. Good design is a key aspect to sustainable

development, creates better places in which to live and work and helps make development acceptable to communities

- 4.23 Paragraph 155 stipulates that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk of flooding (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.
- 4.24 Paragraphs 175 and 177 advise that significant harm to biodiversity should be avoided and that the presumption in favour of sustainable development does not apply where a project is likely to have a significant impact on a habitats site unless an appropriate assessment has concluded that the project will not adversely affect the integrity of the habitats site.
- 4.25 Paragraph 180 states that planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should:
- Mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development and avoid noise giving rise to significant adverse impacts on health and the quality of life;
 - Identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason; and
 - Limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.

Planning Practice Guidance

- 4.26 Planning Practice Guidance (“the PPG”) was published online in March 2014. It advises that:
- “The National Planning Policy Framework represents up-to-date Government planning policy and must be considered where it is relevant to a planning application or appeal. If decision takers choose not to follow the National Planning Policy Framework, clear and convincing reasons for doing so are needed. A development that is consistent with the National Planning Policy Framework does not remove the requirement to determine the application in accordance

with the development plan unless there are other material considerations that indicate otherwise.”

- 4.27 The Guidance advises that the Statutory Development Plan is “the plan for the future development of an area”.
- 4.28 It consists of: Development Plan documents adopted by local planning authorities, including any ‘saved’ policies from plans that are otherwise no longer current, and those development plan documents that deal specifically with minerals and waste. Neighbourhood Plans, where these have been supported by the local community at referendum and subsequently made by the LPA.
- 4.29 Regarding how decisions on planning applications must be made, it advises that: “The National Planning Policy Framework stresses the importance of having a planning system that is genuinely plan-led. Where a proposal accords with an up-to-date development plan it should be approved without delay, as required by the presumption in favour of sustainable development at paragraph 14 of the National Planning Policy Framework. Where the development plan is absent, silent or the relevant policies are out of date, paragraph 14 of the National Planning Policy Framework requires the application to be determined in accordance with the presumption in favour of sustainable development unless otherwise specified”.
- 4.30 The PPG also states that, to be effective, Local Plans should be kept up-to-date and reviewed regularly, which it suggests is likely to be at least every five years.
- 4.31 Mirroring the NPPF (paragraph 14), the PPG advises that where a development plan is absent, silent or relevant policies are out of date, applications should be determined in accordance with the presumption in favour of sustainable development.

East Hampshire District Local Plan: Joint Core Strategy

- 4.32 The East Hampshire District Local Plan: Joint Core Strategy was adopted in May 2014 by East Hampshire District Council and by the South Downs National Park Authority in June 2014. The Local Plan: Joint Core Strategy is a long-term document that will shape and guide development in East Hampshire to 2028. Being spatial, the Joint Core Strategy reflects other strategies and policies of the area and addresses where necessary other issues such as healthcare priorities, education and economic development.

- 4.33 CP1 Presumption in Favour of Sustainable Development states that when considering development proposals, the Council and National Park Authority will take a positive approach that reflects the presumptions in favour of sustainable development contained in the NPPF.
- 4.34 CP2 Spatial Strategy states that new development growth in the period up to 2028 will be directed to the most sustainable and accessible locations in the District in accordance with the spatial strategy shown on the key diagram. North of the South Downs National Park, including Headley Down, is identified as a location where new development growth is directed. New development will be expected to make the best use of previously developed land and buildings within existing built-up areas.
- 4.35 CP10 Spatial Strategy for Housing requires provision to be made for a minimum increase of 10,060 dwellings in the period 2011 to 2028 by means of;
- development within the defined settlement policy boundaries of towns and villages where it is consistent with maintaining and enhancing their character and quality of life,
 - the allocation of sites at the most sustainable settlements to provide a minimum of 150 dwellings at other villages outside of the National Park.
- 4.36 CP11 Housing Tenure, Type and Mix stipulates new residential development will be required to provide a range of dwelling tenures, types and sizes to meet housing needs.
- 4.37 CP13 Affordable Housing on Residential Development Sites addresses that to meet affordable housing needs a net increase in dwellings should contribute towards the provision of affordable housing. Smaller sites unsuitable for the on-site provision of affordable housing will be required to financially contribute to the Council or provide off-site affordable housing.
- 4.38 CP16 Protection and Provision of Social Infrastructure protects community facilities unless the facility is no longer required and alternative facilities are easily accessible for the community they are intended to serve, and it can be demonstrated through a rigorous marketing exercise that the use is no longer viable, that all reasonable efforts have been made to retain it and that there is no alternative use that would provide a beneficial facility to the local community. Supporting paragraph 6.57 advises that at least 12 months realistic, appropriate and genuine marketing is required, and should explore all alternative community uses.
- 4.39 CP21 Biodiversity states that new development will be required to:
- maintain, enhance and protect district wide biodiversity, in particular the nature conservation designations

- extend specific protection to, and encourage enhancement of, other sites and features which are of local value for wildlife, for example important trees, rivers, river corridors and hedgerows, but which are not included in designated sites.
 - contribute towards maintaining a district-wide network of local wildlife sites, wildlife corridors and stepping stones between designated sites and other areas of biodiversity value or natural green space.
 - ensure wildlife enhancements are incorporated into the design to achieve a net gain in biodiversity by designing in wildlife and by ensuring that any adverse impacts are avoided where possible or, if unavoidable, they are appropriately mitigated for, with compensatory measures only used as a last resort.
 - protect and, where appropriate, strengthen populations of protected species;
 - protect and enhance open spaces in accordance with the District's 'Open Space, Sports and Built Facilities Study', Policy CP17 (Protection of open space, sport & recreation) and Policy CP28 (Green Infrastructure). The provision of open space should be in advance of the relevant new developments being occupied.
- 4.40 CP22 Internationally Designated Sites the policy states that any new housing that is proposed to be located within 400m of the boundary of the Wealden Heaths Phase II SPA will be required to undertake a project-specific Habitats Regulations Assessment (HRA). This must form a part of the planning application process to demonstrate that either no adverse effect on the ecological integrity of the SPA will occur or that adequate measures will be put in place to avoid or (as a secondary solution) adequately mitigate any adverse effects.
- 4.41 CP24 Sustainable Construction states that planning permission will be granted for developments which, on completion, will meet the minimum Code for Sustainable Home threshold level.
- 4.42 CP25 Flood Risk reaffirms the Council's commitment to following the sequential and exception tests as outlined in the NPPF. In simple terms this means locating housing in those areas that are least at risk of flooding.
- 4.43 CP29 Design specifies that the built environment must be of an exemplary standard and be highly appealing in terms of visual appearance. All new development will be required to respect the character, identity and context of the district's towns, villages and countryside and

must help to create places where people want to live, work and visit. New development will be required to:

- seek exemplary standards of design and architecture with a high-quality external appearance that respect the areas particular characteristics;
- reflect national policies in respect of design, landscape, townscape and historic heritage;
- ensure that the layout and design of development contributes to local distinctiveness and sense of place, is appropriate and sympathetic to its setting in terms of its scale, height, massing and density, its relationship to adjoining buildings, spaces around buildings and landscape features;
- ensure that development makes a positive contribution to the overall appearance of the area by the use of good quality materials of appropriate scale, profile, finish, colour and proven weathering ability.

4.44 CP31 Transport asserts that through the implementation of the Hampshire Local Transport Plan (2011-2031), sustainable modes of transport and reduced dependence on the private car will be emphasized. New development should be located and designed to reduce the need to travel. Development that is likely to generate a significant number of additional vehicular movements will normally be expected to be located near existing centres and supportive infrastructure.

Vehicle Parking Standards (SPD)

4.45 The Councils parking standards are as below:

Size of dwelling (gross)	Long stay (resident)	Short stay (Visitor)	Long stay (resident)	Short stay (Visitor)	Electric Vehicle Charging Infrastructure
1 bed dwelling	1 space per dwelling	1 space per 5 dwellings	1 space per dwelling	Visitor cycle spaces will be expected at 10% of the long stay cycle spaces in developments of 5 units or more.	The Council will encourage the provision of Electric vehicle charging infrastructure.
2/3 bed dwelling	2 spaces per dwelling	1 space per 5 dwellings	2 spaces per dwelling		
4+ bed dwelling	3 spaces per dwelling	1 space per 5 dwellings	2 spaces per dwelling		

4.46 Short stay (visitor) car parking will be rounded up when the proposed number of dwellings is not a multiple of 5.

Planning Contributions and Community Infrastructure Levy (SPD)

4.47 Where buildings are demolished to allow for new development, CIL is only payable on the net additional floorspace. A credit is given for the demolished floorspace. If the floorspace of the demolished building is greater than the new building, there will be no CIL liability. As the site is North of the South Downs CIL is calculated at £180 sqm, including indexation the total is £221.85 sqm as of 1 January 2020.

Joint Wealden Heaths Phase II Special Protection Area (SPD)

4.48 The document sets out guidance for any new homes proposed within 400m of the Wealden Heaths Special Protection Area.

5.0 Key Development Considerations

- 5.1 This section underlines why the proposed development is both acceptable and desirable with regards to the planning policy context as discussed in Section 4. This section will similarly address the technical considerations that are relevant to the proposal.

Principle of Development

- 5.2 The site is located within the defined Settlement Policy Boundary, whereby the presumption in favour of sustainable development is the overriding principle in the determination of planning applications. In this regard the proposal is compliant with Policy CP1 from the Local Plan.
- 5.3 The proposal will see the revitalisation of a previously developed site for residential purposes, compliant with Policy CP2.
- 5.4 Policy CP10 of the Local Plan identifies a requirement for 2,725 dwellings over the plan period, with housing to be accommodated through development and redevelopment opportunities within settlement policy boundaries in the first instance. As Headley Down is identified as an 'other' village where additional housing will be appropriate, and as the site lies within the settlement policy boundary, the proposals accord fully with the aims of Policy CP10.
- 5.5 Policy CP13 of the Local Plan states that any net increase in dwellings should contribute towards the provision of affordable housing. This is superseded by paragraph 63 of the NPPF which states that the provision of affordable housing should not be sought for residential development that are not major developments. Furthermore, the reuse of brownfield land for development should have any affordable housing contribution duly reduced.

Residential Amenity

- 5.6 Four five-bedroom and two six-bedroom detached dwellings are proposed. The form, scale and massing will be consistent with the surrounding properties and the Headley Down area more generally.
- 5.7 The proposed dwellings will be facing Eddeys Lane and Southview Road. Access to the residential parking will be via crossovers off Eddeys Lane and Southview Road. Existing residential dwellings facing Eddeys Lane are obscured from view by high soft landscaping. Proposed dwellings facing Southview Road will continue in line with existing properties.

- 5.8 Six detached dwellings are proposed. Plots 1,2 and 3 are house type A, having 5 bedrooms and a GIFA of 170.6 m². Plot 4 is house type B, having 5 bedrooms and a GIFA of 181.6m². Plots 5 and 6 are house type C, having 6 bedrooms and a GIFA of 216.9m².

The size of the properties have been designed to be compliant with the Nationally Described Space Standards.

- 5.9 The size of the dwellings rear gardens are outlined in the table below. The properties will be surrounded by 1.8m new larch timber close boarded fencing. Some of the properties will have the rear and side of their garden bordered by Privet Ligustrum Ovalifolium. The fencing and soft landscaping will help to minimise the potential for overlooking and ensure the safety and security of residents.

Plot	M ²	Plot	M ²
1	173	6	647
2	134		
3	92		
4	192		
5	363		

Community Facility

- 5.10 The government guards against the unnecessary loss of valued facilities and services, including local shops, if they help to meet a community's day-to-day needs (Paragraph 92 of the NPPF), whilst Policy CP16 of the Joint Core Strategy protects community facilities unless they are no longer required and the community has access to alternative facilities, and a minimum of 12 months marketing has been carried out.
- 5.11 The Report on Marketing prepared by Clarke Gammon Wellers identifies that the building on the site was formerly occupied by a Londis convenience store and butcher, and does not currently fulfil a community function. Even when open, it was poorly located in a residential area not on a main road, with limited customer parking. As such, it was not a particularly valued community facility, and its loss probably had a limited impact on the community.

- 5.12 Residents of Headley have continued to have access to alternative convenience shopping facilities in the form of the One Stop at Heatherlands Parade (just off the junction of the B3002 and Glayshers Hill). The One Stop is open from 7 till 11 each day and stocks a good range of food and everyday items, with onsite parking provided for customers. It is accessibly located store which provides for the day-to-day needs of the village, and as such the first criterion of Policy CP16 is met.
- 5.13 The Report on Marketing confirms that Clarke Gammon Wellers began marketing the premises in February 2019, using targeted marketing to customers on their mailing list, with the aim of securing a sale of the premises as an ongoing business or alternative commercial use. When a quick sale could not be achieved, the site was launched on the open market in August 2019, with a For Sale board erected on site and sales particulars circulated (as appended to the Report on Marketing).
- 5.14 The only offers which were received were for residential redevelopment. On this basis it is concluded that there is no demand for the existing business to continue or an alternative community facility to take its place, and that the second strand of Policy CP16 has been complied with.
- 5.15 In conclusion, the applicant has fully explored the opportunities for reusing the premises as a community facility, and has not been able to find anyone willing to take on the site. Given that the store has closed, and that there is a better located convenience store in the village, and, it is concluded that the redevelopment of the site for housing would not conflict with either Policy CP16 or the NPPF.

Ecology

- 5.16 The site lies 800m from the Wealden Heaths Phase II Special Protection Area, and as such it is located outside the 400m exclusion zone around the SPA. The provisions of the Wealden Heaths Phase II Special Protection Area SPD, which prohibit new housing within 400m, do not therefore apply. Nevertheless, owing to the proximity of the SPA, it was considered necessary to commission a Habitats Regulations Assessment, to demonstrate that the development will not have an adverse impact on the SPA.
- 5.17 The Ecological Appraisal produced by WYG examines the onsite ecological implications of the proposals. It states Evidence of roosting brown long-eared bats was found in the loft void of

Building B1 and the five other buildings were assessed as having moderate potential to be suitable for roosting bats. Habitats were also identified with the potential to support reptiles, nesting birds, commuting and foraging bats and invertebrates, including stag beetles.

- 5.18 It is recommended that an HRA is completed to establish whether the development proposals have the potential to result in LSE on any qualifying features of any Internationally designated site for nature conservation. Further surveys are required to characterise the bat roost present in Building B1 and to determine if remaining buildings are used by roosting bats.
- 5.19 The Habitats Regulations Assessment produced by WYG highlights that the results from the Stage 1 Screening Assessment showed that the only potential pathway to Likely Significant Effect (LSE) was the site being within 5km of the Wealden Heaths Phase II SPA. This potential pathway to LSE was taken forward to Stage 2: Appropriate Assessment.
- 5.20 The results from the Stage 2: Appropriate Assessment found that the development proposals will not result in any significant increase in visits to the Wealden Heaths Phase II SPA alone or in-combination. Therefore, this potential pathway to LSE will not result in any impacts on the integrity of any designated sites for nature conservation.
- 5.21 The 'Competent Authority', is considered not to require further assessment under the Habitats Regulations, and the proposed development can proceed without Stage 3 and Stage 4 being completed.

Drainage and Flood Risk

- 5.22 Government flood maps were used to assess whether the site is at risk of flooding, the site is within flood zone 1 and therefore accords with NPPF paragraph 155.

6.0 Design

- 6.1 The application site comprises of a traditional, two storey pair of semi-detached residential properties and a detached two storey commercial property that has been converted into a convenience store linking up a number of single storey outbuilding to the west of the site. The rear of the properties are accessed from the north eastern entrance leading to a parking area and land to the rear.
- 6.2 The two storey pair of semi-detached dwellings include 3 bedrooms at first floor level and Lounge, kitchen and dining at ground floor. The dwellings which are in poor condition are of traditional brick construction, under interlocking concrete tiled roofs. The property does not lie within a Conservation Area.
- 6.3 The application seeks to make better use of the site as most of the rear site is underutilised and under dense vegetation. The proposal seeks to demolish the site and erect 6 new dwellings consisting of 5 and 6 bed detached dwellings. The new build dwellings would be set back from the site frontage, following similar alignment to the dwellings to the west and south of the site.
- 6.4 In regard to the existing buildings, the proposals seek to demolish all existing structures.
- 6.5 The proposed dwellings have been designed to integrate with the architectural style of the locality and in this respect simple, traditional forms are proposed with external elevations comprising brick detailing, vertical clay clad tiling and traditional timber fenestration under a clay tile roof. Frontage boundaries would comprise low level landscaping, continuing with the streetscape of the neighboring properties.
- 6.6 All proposed dwellings would include secure cycle and refuse storage provision within new timber stores in rear garden areas.

7.0 Access

- 7.1 A Transport Statement was prepared by Transport Planning Associates to assess the highway and transport impacts that may arise from the application proposal.
- 7.2 The site is afforded access to a number of amenities and services within a range of desirable, acceptable and maximum walking distances.
- 7.3 Approximately 3km to the west of the site, nation cycleway 22 runs through the village of Lindford. This cycle route heads in a north and south direction, providing cyclists with an off road (in part) cycle route to other towns and villages in the County.
- 7.4 Two bus stops are located approximately 70m walking distance from the site along Beech Hill. Services at these stops are provided by stagecoach, with the 23 running between Alton and Haslemere. This service is provided 7 times a day on weekdays and 6 times a day on Saturdays.
- 7.5 Haslemere train station is located approximately 7km south east of the site. This train station can be reached via the 23 bus in approximately 21 minutes' journey time. Services at this station are provided between London Waterloo and Portsmouth by South Western Railway, with frequent services provided in each direction.
- 7.6 As no collisions have occurred in the vicinity of the site, the access arrangements for the site are considered to be suitable and safe.
- 7.7 Vehicle access to five of the dwellings will be provided via a new access road from Eddeys Lane, with four dwellings having private vehicle accesses from Southview Road. Visibility from each access point is considered good and is consistent with other dwellings along Eddeys Lane and Southview Road. Vehicle flows along these roads are considered to be very low, given the nature of the village setting and bollards blocking the road at the corner of the site.
- 7.8 Domestic refuse will be collected in line with other residential dwellings along Eddeys Lane and Southview Road. Refuse will be brought to the edge of the highway on collection days.
- 7.9 Parking standards from the Local Plan 'vehicle parking standards' SPD have been reviewed and the development proposals are considered in line with the relevant parking policy standards for residential dwellings in East Hampshire state that 2 and 3 bed dwellings should have 2

spaces, with 4 + bed dwellings having 3 spaces. In addition to this, 1 visitor space is required per 5 dwellings.

- 7.10 The proposed development would help see a large reduction in trips to the site, with residents' trips focused on the typical highway peak hours and not consistent throughout the day as may be expected for convenience store trips.
- 7.11 The proposals would not result in a severe impact on the existing network. It is therefore considered that there are no highways and transport reasons for refusal of the planning application.

8.0 Conclusion

- 8.1 CPC Ltd have produced this Planning, Design and Access Statement, and revised by Clive Davis Architect in support of the Applicant's planning application on the site of Beech Hill Stores.
- 8.2 The application proposes the erection of six detached dwellings (Use Class C3) following demolition of existing buildings.
- 8.3 This statement, and enclosed documentation, confirm that the proposed development has been designed in accordance with the National Planning Policy Framework, the East Hampshire District Local Plan: Joint Core Strategy and relevant Supplementary Planning Documents.
- 8.4 The application seeks to regenerate and reuse the site for a residential purpose, ensuring there will be a minimum impact on the amenity of neighbouring occupiers, and no adverse impacts on the character of the locale. Paragraph 122 of the NPPF support development which makes efficient use of land with regards to delivering different types of housing.
- 8.5 Paragraph 121 (a) of the NPPF supports the reuse of employment land for homes when meeting a housing demand. The proposal aims to provide 6, 5-6 bedroom properties with their form, scale and massing will be consistent with the surrounding properties and the Headley Down area more generally. The proposed development would help see a large reduction in trips to the site, with residents' trips focused on the typical highway peak hours and not consistent throughout the day as may be expected for convenience store trips.
- 8.6 For the reasons outlined in this Planning, Design and Access Statement it can be concluded that the proposed development is acceptable, and that planning permission should be granted without undue delay.