



BRAMSHOTT & LIPHOOK NEIGHBOURHOOD DEVELOPMENT PLAN

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RESPONSE TO EHDC's DRAFT LOCAL PLAN REGULATION 18 CONSULTATION

Submitted by: Bramshott & Liphook Neighbourhood Development Plan
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Ref: BLNDP/EHDC-DLP/V.1

INTRODUCTION

The Bramshott and Liphook Neighbourhood Development Plan (BLNDP) have assessed the East Hampshire District Council's Draft Local Plan (EHDC DLP), its proposed planning policies and its proposed strategic site allocations for the Parish of Bramshott and Liphook.

The BLNDP has undertaken 3 public community events over the last 21 months: Visioning Event in July 2017, 3 day Design Forum in November 2017 and the recent NDP Public Consultation in February 2019, which included a 2 day presentation and 2 week online consultation period.

The evidence we have collected from all three events, that has been cumulatively emphasised through each sequential event, demonstrates that the community of Bramshott and Liphook Parish require any future developments within the Parish provide most importantly community benefits such as more recreation and open space (documented deficiency of open and recreation space within the Parish), improved infrastructure, mitigation measures to improve the traffic congestion and air quality in the conservation area of The Square in Liphook, the improvement of sustainable alternative modes of transport as the transport method of choice, better access to open countryside, protecting and developing our access to the South Downs National Park (see BLNDP Interim Report March 2018). There is also a demand for smaller business units of 50sqm or less, which is a much smaller size than the current larger sites which have been released or allocated for development within the district. The community also requires suitable affordable

housing in order to allow the diverse members of our community the opportunity to remain living in the Parish.

The community's visions for their Parish are outlined in our Neighbourhood Development Plan Policy Themes, as set out below. These visions are formulated from the evidence gathered at the Visioning Event and the Design Forum from the community.

- Housing Policy Theme's vision:
 - o 'Ensure new housing developments contributes to the identified local housing needs of the Parish, whilst having regard to affordability, design and sustainability. Any new development must respect our local environment, natural and built, and have a positive impact on the Parish';
- Access & Movement Policy Theme's vision:
 - o 'Improving the circulation of people and goods, around and through the Parish';
- Community Policy Theme's vision:
 - o 'To support an economically vibrant, mixed use centre, and to provide facilities for all generations including those living and working in the Parish';
- Sports and Recreation Policy Theme's vision:
 - o 'Improvement of existing facilities and planning for the future servicing of additional sports and recreation facilities for the community';
- Public Services Policy Theme's vision:
 - o 'To endeavour to provide better access to community healthcare, education and to ensure high standards of environmental sustainability throughout the Parish';
- Employment Policy Theme's vision:
 - o 'Support and promote a vibrant employment base within the Parish. Safeguard existing employment land and identifying new sites and opportunities, along with small business creation, and promote stronger education/ workplace links';
- Heritage and Design Policy Theme's vision:
 - o 'To rediscover the heritage of the Parish and address issues of aesthetics, in geographical areas such as the village centre and with regard to design';

The BLNDP comments that it is important that the visions and impact of any potential development on the community and the Parish is fully considered with any strategic site put forward. Evidence gathered at the Visioning Event July 2017, Design Forum Nov 2017 and NDP Consultation Feb 2019 demonstrates that the community is concerned on lack of infrastructure to facilitate the Parish as existing, and that any development has to have appropriate infrastructure and facilities in place before it could be considered appropriate.

It is important to note that the BLNDP is not anti-development. The BLNDP understands that places grow or decline but nothing stays the same, but it is important that development is located in the correct places to have a positive impact on place and community, both physically and psychologically, and development should not have a negative impact.

Badly placed development without the necessary infrastructure and facilities is likely to lead to an overstressed and fractured community. Bramshott and Liphook is not a commuter settlement, it is a community and this should be respected and nurtured.

The BLNDP note that the community has a wide range of views on development in the Parish. A NDP is about ensuring that any development, of all types, is assessed for present and future

needs, and any development that needs to take place is located appropriately for the community as a whole.

The below proposals are what is considered by the BLNDP to likely work better in terms of a spatial strategy for our Parish based on the initial evidence to date. Our preferences set out below has been informed by the community responses to date which have been gathered through various consultation events, and are considered to be a summary of the most frequent responses and comments raised by the community in order to be a factual response.

It is commented that the BL NDP have not yet carried out the due processes required for the screening option, Call for Sites, Strategic Environmental Assessment etc, and that the next steps in the process has to occur and run in full before any final decisions can be taken.

RESPONSE TO INDIVIDUAL PLANNING POLICIES AND STRATEGIC SITES

EHDC DLP Policy SA2, the allocation of the Chiltley Farm (LIP-017) site for approximately 100 homes:

1. The proposals for the Chiltley Farm (LIP-017) site provides only houses, Use Class C3. There are no community benefits proposed apart from affordable housing and CIL contributions. The site is small and not well located to provide additional facilities and the current proposals do not even offer onsite shared open spaces for new residents, which is out of keeping with the adjacent Special Character Housing Area. There does not appear to be any other benefits of developing the site that addresses the vision of the community, apart from the potential for some affordable housing.
2. The allocation of this site would be against EHDC DLP Policy S4, Health and wellbeing, and in particular Policy DM1, Provision and Enhancement of open space, sport and recreation.
 - a. Policy S4 states that development proposals should take into account and support positive health and wellbeing outcomes by ‘a) contributing to a high quality, attractive and safe public realm to encourage social interaction and facilitate movement on foot and cycle; b) .. the right mix of homes to meet people’s needs and in the right location; ... f) ensuring high levels of residential amenity; g) providing opportunities for formal and informal physical activity, recreation and play...’. It states to implement the policy that development can support health lifestyles by providing quality open spaces, particularly in areas identified as being deficient, for sport, recreation and play whilst improving links to existing spaces and sports facilities.
 - b. Policy DM1.1 states that ‘new residential development will be required to provide new or enhanced provision of useable public open space, sports and recreation facilities’; DM1.2 ‘as first preference, be provided on-site in a suitable location’;
3. Due to its location, and distance from all facilities, it will be likely be a private car dominated development and will undoubtedly add additional peak time traffic to the village centre. Conclusions of the EHDC/Hampshire County Council/Atkins Liphook Phase 2 Transport Feasibility Study state that the peak time traffic congestion is primarily local traffic moving from the East of the village to the West in the morning and vice-versa in

the afternoon. This proposed development of 100 homes, on the eastern outskirts of the village, and Parish, is considered to have a likely serious impact on the local road system, as it corresponds with the traffic movements highlighted in the Atkins Report, and is against the NPPF February 2019 Paragraphs 109 and 110. The proposal also makes no mention of improvements to local infrastructure and would be against EHDC DLP Policy S29, Infrastructure.

4. The proposal for approximately 100 homes is considered overdevelopment of the site due to its situation adjacent to an existing house site which is classed as a “Low Density Neighbourhood” in the EDHC DLP. The threshold in the EHDC DLP as set out in Policy DM30, Residential design in low-density neighbourhoods, is 15 homes per hectare, and the existing adjacent development has an approximate density of 8 homes per hectare. The proposals for the 4.66 hectare site works out at over 21 homes per hectare. The proposal should be seen as an extension to the existing development of Special Character. This is due to proximity to the adjacent housing development, views from and into the SDNP across this area, and because the proposed development uses the existing roads for access. It should therefore have a similar scale, layout, design and density, which would equate to approximately 40 homes on the site at 8 homes per hectare x 4.66 = 37.28.
 - a. The proposals would go against EHDC DLP Policy S29 and in particular Policy DM30 and Policy DM5, Amenity.
 - i. Should the EHDC be minded to reduce the density of development on this site and that this will only occur if the BLNDP finds other sites for the shortfall, the BLNDP are open to discuss the formation of a Memorandum of Understanding (MoU) that sets out that the density of this strategic site will be reduced and that the BLNDP allocates other sites for the remaining housing numbers. This MoU should also set out absolute clarity that if the density of this site increases from the agreed reduction during the process of the EHDC DLP, that the shortfall is adjusted accordingly so that the total proposed number of houses allocated to the Parish remains the same.
 - b. The Appeal Inspector for the Appeal of the decision made to planning application 22789/006, Appeal Decision APP/M1710/W/15/3129981 stated that *‘The scheme would thus deliver benefits, the most important of which would be the affordable housing. However, on the other side of the equation is the conflict with the development plan. The appeal proposal would be on a greenfield site within the countryside and outside the settlement boundary of Liphook. It would be contrary to Policy H14 in the LP and Policy CP19 in the JCS in this respect. Although the actual harm that would ensue would be relatively small, there would nonetheless be some adverse visual and landscape impact on the rural area. Furthermore, even though I do not believe that there would be direct conflict with Policy CP2, the proposal would not accord with the spatial strategy for housing in Policy CP10. The site is not allocated for development at Liphook in the very recently adopted Allocations Plan and would not comply with any of the other provisions concerning where housing should be located in order to achieve a sustainable pattern of housing development through a plan-led approach. In view of my conclusions on housing land supply, the housing policies are up-to-date and the conflict with them is a matter of very substantial weight. Bearing all those points in mind, I do not consider that the economic, social and environmental gains,*

when considered together, would be sufficient to achieve a sustainable form of development..... One of the core planning principles in Paragraph 17 of the Framework is that planning should genuinely be plan-led so that local people are empowered to shape their surroundings through a system of local and neighbourhood plans. For the reasons I have given the material considerations are not of sufficient weight to indicate that a decision should be made other than in accordance with the development plan in this case and the appeal does not succeed.'

5. The community have grave concerns that should this site stay allocated in the EHDC DLP, especially with this level of development, that it will set a precedence of development in the adjacent open fields to the East of the village, in particular the proposals put forward by Highfield School. Should this site stay allocated, and without appropriate planning policy restrictions, the community are concerns that there will be no defence in refusing individual site housing applications in this area and the subsequent piecemeal development of individual sites up to the boundary with the SDNP. This would result in no improvements in local infrastructure with main accesses being through Chiltley Farm site or the adjacent Highfield Lane, which is within the SDNP and therefore difficult to address as part of any planning applications made for land within EHDC. The cumulative effect of the increase in traffic will have a serious negative impact on existing residents and the wider road and village infrastructure.
 - a. This would be in conflict with the observations contained in the EHDC DLP Sustainability Assessments of these sites and the NPPF Paragraph 109.
6. The Chiltley Farm site is agricultural land and is occupied by an active working Poultry Farm producing broiler chickens. The loss of this food producing farm would be against EHDC DLP Core Objective B, criterion 8 and Policy S28 in protecting agricultural food producing land.
7. The allocation of the Chiltley Farm (LIP-017) site contradicts the EHDC Sustainable Assessment Report, which states:

“Other sites are still within 5km of the SPA. The ability to provide accessible SANG is therefore an important consideration. LIP-017, LIP019, LIP-020, LIP-023, LIP-022, LIP-011, LIP-015, LIP-021”.

“Sites to the southeast of Liphook form part of the setting of the SDNP, but there is varying levels of tree cover that could provide some context for development. There is potentially more capacity for development adjoining the settlement, but perhaps less so in areas further east and south of the railway line. Liphook is an important entry to the national park and the National Park Authority has no proposals to allocate land for development in its adjoining areas. LIP-017, LIP-019, LIP-020, LIP-023, LIP-022, LIP-021”

“Constraints in the southeast include potential noise impacts (the railway line), flood risks from groundwater sources, the rural character and the capacity of local roads (Devil’s Lane and Highfield Lane). LIP-017, LIP-019, LIP-020, LIP-023, LIP-022, LIP-021”
8. LIP-017 should be included in the Sustainability Assessment comment: *“The potential impacts from development on the transport (road) network in the centre of Liphook are likely to be such that there is limited capacity for additional residential development. LIP-019, LIP-020, LIP-023, LIP-022, LIP-011, LIP-015, LIP-021”*, due to the fact it is adjacent and part of the same area, any development of the site will have the same impact on the road network.

9. Should Chiltley Farm (LIP-017) site be developed land needs to be reserved on the site for a future pedestrian/cycle bridge over the railway line as part of infrastructure improvements should additional development take place in the area, as it's the only point where access is available on both sides of the railway. It is noted that this will also limit the available land for development of housing and therefore affect the number of dwellings that can be provided. Preferably a pedestrian/cycle bridge over the railway line should form part of the proposals for this site, as part of any development.
10. The site borders the Chiltley Lane SINIC which appears to have not been given sufficient weight in the decision to allocation of the strategic site.
11. Evidence received during the NDP public consultations sets out that adjacent properties both in The Berg and the North side of the railway have concerns that Chiltley Farm currently suffers from surface water flooding, and significant mitigation will be needed to address this flooding issue as part of any proposals, without diverting surface water into adjacent developments, or affect the railway line.

Taking into account the reservations we hold on the strategic allocation of the Chiltley Farm site the BLNDP feel a much better site allocation would be replacing the Chiltley Farm site with the Penally Farm site at Hewshott Lane (LIP-014). The Penally Farm site better reflects the wishes of our community and better conforms to policies within the EHDC DLP as set out below:

1. The Penally Farm proposals submitted as part of EHDC's Call for Sites indicate up to 175 homes (preferred option 1) an increase of 75% in the number of homes compared to Chiltley Farm with a density of 12 homes per hectare. This number of homes should help EHDC meets its housing target towards the end of the EHDLP period and also it would mean an increase of 30 affordable homes compared to the Chiltley Farm site.
2. Factual analysis of sites within the Parish, in particular distances as one physically walks/cycles or drives to existing facilities and services demonstrates that the Penally Farm site is better located within the village with immediate vehicular access to the A3 junction, and it is also closer to the Liphook Infants and Junior Schools as well as secondary schools, and two of the village Nurseries without needing to travel through The Square. Access to all local facilities are primarily easier, with wider pavements and less road crossing require, and the development is much less likely to be private car dependent and encourage residents to choose alternative modes of transport as a result. This would be in accordance with NPPF Paragraph 109 and with far less increase in the peak time traffic in The Square.
3. The proposals include 40% Green Infrastructure and the developer has stated in their submission that they would be open to providing a new recreation space, suitable for a football pitch as well as other uses. This much needed space could be used by Liphook United Football Club which would then release the War Memorial Recreation Ground in the centre of the village to be available for other community recreation and sports use. This would be in accordance with EHDLP Policy S4 and DM1 and go some way to reduce the documented deficit of open and recreational space within the Parish.
4. Access to the Penally Farm would be onto the already improved section of Hewshott Lane and its junction with London Road. The developer has stated in their submission that they would be willing to construct the main access road on the site to a standard, design and route that would it mean it could be used in the future as the Mitigation Route Option 3 as outlined in the Liphook Phase 2 Transport Feasibility Study. This would mean 50% of the road would be constructed by the developer. To ensure site traffic did not use the narrow

section of Hewshott Lane suitable traffic restriction measures could be put in place, with access points only onto the wider section of Hewshott Lane. This section of new road would then be available for any future development in the east of Liphook (consortium proposals to also include LIP-017 Chiltley Farm) as part of the infrastructure improvements that would be required should sites to the East of Liphook centre come forward.

5. The proposal for the Penally Farm site includes direct access to Radford Park from the development as well as 40% onsite green infrastructure. Access to Radford Park connecting with the new facilities provided at Penally Farm could be provided for all residents of the Parish as well as a proposal to upgrade pathways within Radford Park to hard surface and low level lighting where appropriate and deemed necessary. This would be a benefit to all residents of the Parish and also provide a partial traffic free route for residents of the development to access facilities in the village centre. This would be in accordance with EHDLP Policy S4, S29 and DM1.
6. The current use of the buildings on site are mixed with some used for light industrial, and one lawful house. The developer has stated “sensitive development” of this area but we propose that the area could be used for a mixed small business (max unit size 50sqm) and/or live-work units. This area would have access from the main development road and not Hewshott Lane, removing all current traffic from this site from that section of the Lane, and would provide much needed small business units with ease of access from the main road, the A3, in accordance with EHDLP Policy S13 and in particular S13.6.
7. Although a portion of the site is within the 400m buffer of the Wealden Heaths Phase II SPA this does not preclude the development of Business, Open Space or Recreation in this buffer zone with the development of housing outside the 400m buffer. The SPA that is being protected by the 400m buffer is, in fact, on the other side of the A3 Trunk Road so any domestic animal would need to cross 8 traffic lanes (Hewshott Lane, Southbound Off Slip Road, Southbound Dual Carriageway, Northbound Dual Carriageway, Northbound On Slip Road) before walking 100m to access this area of the SPA alongside the A3. The site is adjacent to the River Wey Conservation area but the topography of the site, in relation to the Conservation Area, would mean minimal visibility, intrusion and detrimental effect on the Conservation Area. Mitigation measures (addition of an undeveloped buffer within the site adjacent to the conservation area) would easily overcome any environmental concerns there may be. The proposed development would be adjacent to the Bramshott Place development (included in the EHDLP as an extension the Settlement Policy Boundary) which sets a precedent for development in the area and with mitigation measures (addition of an undeveloped buffer within the site adjacent to the conservation area) would easily overcome any environmental concerns.

8. Chiltley Farm – Penally Farm distance comparison

<u>Destination</u>	<u>Chiltley Farm</u>	<u>Penally Farm</u>
Liphook Infants & Junior School	2.5 km	1.5 km
Bohunt School & Sixth Form	2.0 km	1.5 km
Liphook A3 Junction	2.9 km	0.6 km
Village Centre facilities	1.7 km	1.3 km

Sainsburys Store	1.5 km	1.5 km
CO-OP/Post Office	2.1 km	1.1 km
Railway Station	1.1 km	2.0 km
Bus Stop (No13 bus)	1.5 km	1.1 km
Radford Park	2.1 km	0.0 km (using new access from site)

All measurement taken from an online measuring tool using the most convenient/direct walking route on pavements from the entrance to proposed sites.

Please refer to the evidence packages included with the submission of this response for further details and evidence gathered by the NDP during the public engagement events.

EHDC DLP Allocation Policy SA3 Land West of Headley Road LIP-012 for 36-40 homes:

1. This site allocation is for 36-40 houses with no other land uses proposed on this site. Apart from the potential provision for affordable/starter homes housing and a small play area, and CIL contributions, there does not appear to be any other benefits of developing the site that addresses the vision of the community.
2. The NDP group are not averse to the development of this site as it relatively well located for the local schools, the NDP comments that 36-40 houses is high density compared to surrounding development, and that access onto Headley Road and the need to reduce the speed and volume of traffic on this road is of highest priority. Any proposals should include mitigation techniques to reduce the speed of traffic on this section of the road, and of importance ensure that vehicles, pedestrians and cyclists can enter and exit this site safely.

EHDC DLP Allocation Policy SA1 Lowsley Farm – Phase 2:

1. It is understood that this site is allocated for 175 houses with planning consent already in place, however, this particular planning consent can count towards the housing numbers required to be met by EHDC, of which it appears approximately 300 houses are expected to be proposed in B&L as a whole.
2. If there is any way of influencing this site allocation it is to enforce that the Sustainable Urban Drainages systems are installed correctly as there is evidence of surface water flooding in the Phase 1 development following the recent heavy rain.

EHDC DLP Allocation Policy SA4 Land adjacent to Church Road in Bramshott:

1. This site allocation is for infrastructure/community use only. It is acknowledged that Bramshott does not have many community facilities, however, it does have its own community as residents make the best out their hamlet and the facilities available, and have some unique social facilities as a result.

2. Whilst it is unlikely that the allocation for infrastructure/community use will be seen as a negative for this area, we wish to know further details on what type of uses EHDC propose the site could be used for.
3. Public consultation responses from the NDP events have raised that the main concerns for Bramshott is the speed of traffic that travels down Church Road and Church Lane and the lack of off road parking that leads to constant parking on street.
4. Any proposed community/infrastructure facility on this site will need to take consideration and address where possible the lack of parking facilities available in this area and the impact of the facility on car traffic to and through Bramshott. The NDP does wish to promote walking and cycling over use of the car, however the location of this site means it is likely that users from areas outside of the immediate hamlet and North-West of Liphook will travel by car.
5. A questionnaire was carried out by the Bramshott Bugle in 2018 that was via a Mailshot to all households of the hamlet of Bramshott; it is noted that some answers can be considered subjective, however, the relevant points from every response have been extracted and summarised against each question. The results are included as an appendix document to this submission. The responses highlight the residents' concerns on existing and potential increase in traffic, and that any community facility that is a physical building is an appreciated idea but likely financially unviable due to the size of the hamlet. The result of the questionnaire is that reduction of speed is of highest priority, and improvements to footpaths for safe access.

INFRASTRUCTURE

The Access and Movement Working Party's objective is to ensure continued access throughout the Parish with a reduction in the negative impacts associated with high traffic volumes and speeds. The research and evidence gathered to date sets out a particular challenge to address the existing congestion at the 3 mini-roundabouts at The Square, Liphook, and manage the flow of traffic from the 6 arterial roads which converge on The Square.

The Working Party evaluated the Atkins Liphook Transport Studies, Phase I, April 2016, and Phase II, July 2018, and quantified the results based on this known evidence base as part of their analysis of EHDC's draft Local Plan.

The Access and Movement Working Party raise the following comments: to develop a robust Highways/Transport plan for the NDP covering the term of the NDP we require from EHDC details of the assessed additional traffic that will come from the peripheral developments, from both those already granted planning consent and the proposed strategic sites, such as the Bordon town regeneration, the proposed growth of Lindford and other proposed and committed land allocations, in order for the Working Party to evaluate potential impact on this Parish and consider appropriate measures to mitigate the traffic flow, and speeds, and if additional commuter parking at Liphook Rail Station and the through traffic of those who may seek to use Haslemere station as an alternative, noting that these 2 rail stations are the closest to these peripheral developments. A consideration would also be whether the increase in commuters would warrant an additional stopping train service at Liphook.

Other parking for visitors to Liphook centre will also need to be accounted for developments using the services of this district service centre. It is the vision of the B&L NDP that our

community becomes less reliant on car transport, and the NDP is seeking ways of promoting the safe and connected use of active modes of transport across our Parish. There are concerns that additional parking spaces would encourage further car use.

It is understood that EHDC's process is that they have to wait until all the land allocations have been committed before a highways plan can be considered, which whilst considered to be rather backwards thinking, ie. make good a situation already proposed, it is understood that this is the process. The NDP intends to keep pace with the EHDC Local Plan, and therefore, we depend on the forthcoming traffic analysis as soon as possible. It is important that traffic analysis that is negative in result, proposing mitigation tactics to reduce the impact of traffic and promote the safe and connected use of active modes of transport as the method of choice for travel rather than encouraging further car use and the negative side effects that brings, including the increase in poor air quality on well used walk to school routes and routes to the rail station.

The NDP wish to make clear that the NDP team should not be the ones liable for undertaking expensive consultations and traffic analysis for both consented housing sites and proposed strategic sites in order to mitigate the potential vehicular impact of proposed and granted sites. The NDP considers that this should form a vital part of the analysis by the Local Planning Authority before the formal allocation of the strategic sites to ensure that allocations will not have an undue negative impact on surrounding areas. The NDP will be striving to address the community's aspirations for a safer, less polluted and less congested Parish, however, allocation of strategic sites that will require a higher number of vehicular movements through The Square to use facilities and in particular the rail network, will not assist with achieving the community's vision, and will only bring further negative impacts if not addressed appropriately.

CONCLUSION:

The land use analysis carried out by the NDP demonstrates that there are other sites in the Parish that are better located than Chiltley Farm LIP-017 (Policy SA2) that could accommodate mixed use developments and bring more benefits for the community of the Parish. Two of those sites are close to The Square, but located within the SDNP and could only come forward under exceptional circumstances. It is acknowledged that National Parks are considered not suitable places for unrestricted housing development. EHDC Policy S18: Landscape also recognises the setting of the South Downs National Park.

Sites have been analysed as being best located for access without relying on use of the private car and promotes sustainable development where the community utilises walking and cycling on a more regular basis. This is a key requirement of the NPPF which does not appear to have been followed through in the draft strategic site allocations for this Parish, as well as being a key vision of the community in the feedback to the NDP.

From the evidence base it is clear that mixed use development sites will be of most benefit to our community, and with reference to the NDP's land use analysis, the first large enough site that is not heavily constricted by environmental designations and constraints is land at Penally Farm LIP-014. The Penally Farm site could allow for a mixed use development of small light industrial/business units, housing, along with sports and recreation land/SANG to the North of the site within the 400m SPA buffer zone. Initial analysis from the NDP Consultation Feb 2019 suggests that the community supports the development of this site and that it could bring more benefits for the community, if the other sites nearer the top of the analysis list cannot be developed.

Comments also included that a buffer zone for natural conservation and protection of the River Wey Conservation Area is included to the immediate South of the site. However, it is key that any development of this site includes walking and cycling access via Radford Park, and a well located road linking the development within the site itself and potential to convert pedestrian access routes should planning policies or requirements change in the future.

The BLNDP are not promoting that the Parish is developed exponentially, but it understands that a certain level of development has to occur to achieve the facilities and infrastructure that the majority of the community of the Parish requires and has set out as their vision for the future. It is understood that some members of the community do not wish to see any further increase in development in the Parish, and that Liphook should stay as a village. The NDP have considered the comments from all parishioners and taken the most collective comments forward as the visions for the Parish.

The BLNDP have used the current evidence gathered to date from the community to initially conclude that the current preferred sites for future development within the Parish of Bramshott and Liphook are the Land to the West of Headley Road LIP-012 and Land at Penally Farm LIP-014 with Land adjacent to Billerica Church Road LIP-008 for community use and Lowsley Farm as an existing allocation.

The evidence the BLNDP has obtained from our recent community events show the need for any future development in the Parish to provide not only housing but also additional community facilities, infrastructure improvements and small business space and any development to not increase the issues the Parish has with peak time traffic in The Square. The inclusion of the Chiltley Farm LIP-017 site does not meet these requirements. The evidence gathered from the community sets out that this site should be removed from the site allocations and replaced with the Penally Farm site due to lack of suitable infrastructure and access to facilitate the development.

The cumulative conclusion of the evidence base to date is that if development has to happen, the right infrastructure, facilities and services have to be in place and improved as part of any proposals, not only to ensure these meet the current needs, but also the needs of the proposed development, whilst not negatively impacting the existing community of this Parish.

We believe that the above proposals are more responsive to the needs of this community, and we want to pursue the implementation of our preferred strategy through our neighbourhood plan, accepting that the due process for Call for Sites, Strategic Environmental Assessment and draft plan consultation etc. will all need to run its course in full before any final decisions can be taken.

In the meanwhile, we wish to have constructive dialogue with EHDC to see how our preferred approach backed by the evidence from the community and the needs of the EHDC Local Plan can fit together, especially with regard to site specific policies, including density ranges, and the distribution of overall housing numbers, so that there are benefits for not only the new potential residents but the existing community to appropriately nurture and support the community of Bramshott & Liphook.

Yours Sincerely,

The Steering Group of the Bramshott & Liphook Neighbourhood Development Plan

ATTACHMENTS TO THIS LETTER:

- 8 x evidence base documents – 7 x 1 per Policy Theme + 1 overall land use analysis;
- 1 x Bramshott Questionnaire summary
- 7 x initial feedback analysis from NDP Public Consultation, one per Policy Theme

APPENDIX A:



Figure 1: Photograph of flooding at the Chiltley Farm site.