

A vertical blue bar on the left side of the page features a repeating floral and leaf pattern in a lighter shade of blue.

# Land South East of Liphook



**Large Development Site Information Pack**  
**Produced by Consortium of landowners and developers**



New homes delivered by Countryside Properties

# Contents

<b>Introduction</b>	<b>05</b>
<b>Site promotion team</b>	<b>05</b>
<b>Map of Land South East of Liphook Large Development Site</b>	<b>06</b>
<b>Site considerations</b>	<b>07</b>
<b>Proposed development opportunities</b>	<b>08</b>
<b>Understanding constraints and considerations to identify proposed development opportunities</b>	<b>11</b>
<b>Delivery and timescales</b>	<b>11</b>
<b>Meeting identified needs in a sustainable way</b>	<b>12</b>
Supporting a sustainable community, with sufficient access to services and employment opportunities	12
Opportunities to improve and invest in infrastructure	14
Economic opportunities	14
Opportunities for environmental improvements	15
Creating and maintaining a quality place	16
Meeting the housing needs of everyone	19
Accessing the site by walking, cycling and public transport	20
<b>Local communities</b>	<b>22</b>
Concerns, opportunities and benefits	22
Working together going forward, in an inclusive way	23



New homes delivered by Countryside Properties



Countryside has achieved over  
370 awards for design and  
sustainability including the  
Large Housebuilder of the Year  
at the Housebuilder Awards



Bloor received 5 star home  
builder status from the Home  
Builder Federation for customer  
satisfaction in 2019



# Introduction

A consortium of landowners and developers including two major house builders, Countryside Properties and Bloor Homes, are proposing a new development to the south east of Liphook to provide new homes, community facilities and jobs that East Hampshire District needs.

Liphook is a large sustainable village with a range of services, facilities and a train station and therefore should be the focus for new development. There are no other suitable sites in Liphook due to the constraints of the South Downs National Park. Land South East of Liphook is located within easy walking distance of Liphook train station and the village centre and therefore sits in a highly sustainable location. The development would provide new housing and employment opportunities, community facilities, and infrastructure improvements to benefit both new and existing residents. It would also provide new public green space and form an attractive gateway to the National Park.

The proposals include an area of Suitable Alternative Natural Greenspace (SANG). This would provide a new area of accessible woodland and a recreational resource to new and existing residents to reduce visitor pressure on the Wealden Heaths Phase II Special Protection Area (SPA).

This information pack sets out the consortium's emerging proposals, including consideration of the site's wider context, the emerging masterplan for the site, and the overarching vision for the scheme. These proposals are at an early stage and we welcome your thoughts and feedback. Alongside other stakeholders and the public, we are looking forward to continuing to build on the working relationship that we have established with the Bramshott & Liphook Neighbourhood Development Plan Steering Group as a means by which constructive discussions can be had and the views of the community shared.

## Site Promotion Team

Founded over 60 years ago, Countryside Properties has earned a reputation for creating places people love through designing high quality developments. Countryside Properties is recognised as being at the forefront of the delivery of sustainable communities and is often chosen ahead of its contemporaries due to its value added award-winning, design-led approach and its lengthy track record of delivery. It has a revered reputation for honesty, integrity and delivering value to our clients and stakeholders.

Countryside has achieved over 370 awards for design and sustainability

including the Large Housebuilder of Year at the Housebuilder Awards and the Infrastructure Award at the Planning Awards. Countryside remains the only housing developer to receive the most highly prized architectural award of the RIBA Stirling Prize for our Accordia development in Cambridge.

Countryside's values and approach are driven by Countryside's guiding principles of producing Places People Love. To achieve this, Countryside articulate a vision for each development and use its placemaking skills to deliver a development that creates places of character and quality.

Bloor are one of the UK's largest family-run housebuilders. For 50 years they've put the same amount of love and care into looking after customers as crafting beautiful homes. It's this dedication and commitment that has seen more than 9 out of 10 of customers recommend them. And achieving 5 star status is something Bloor are extremely proud of. Bloor focus on the design, craftsmanship and fine details to ensure that are creating new communities to be proud of for now and years to come.

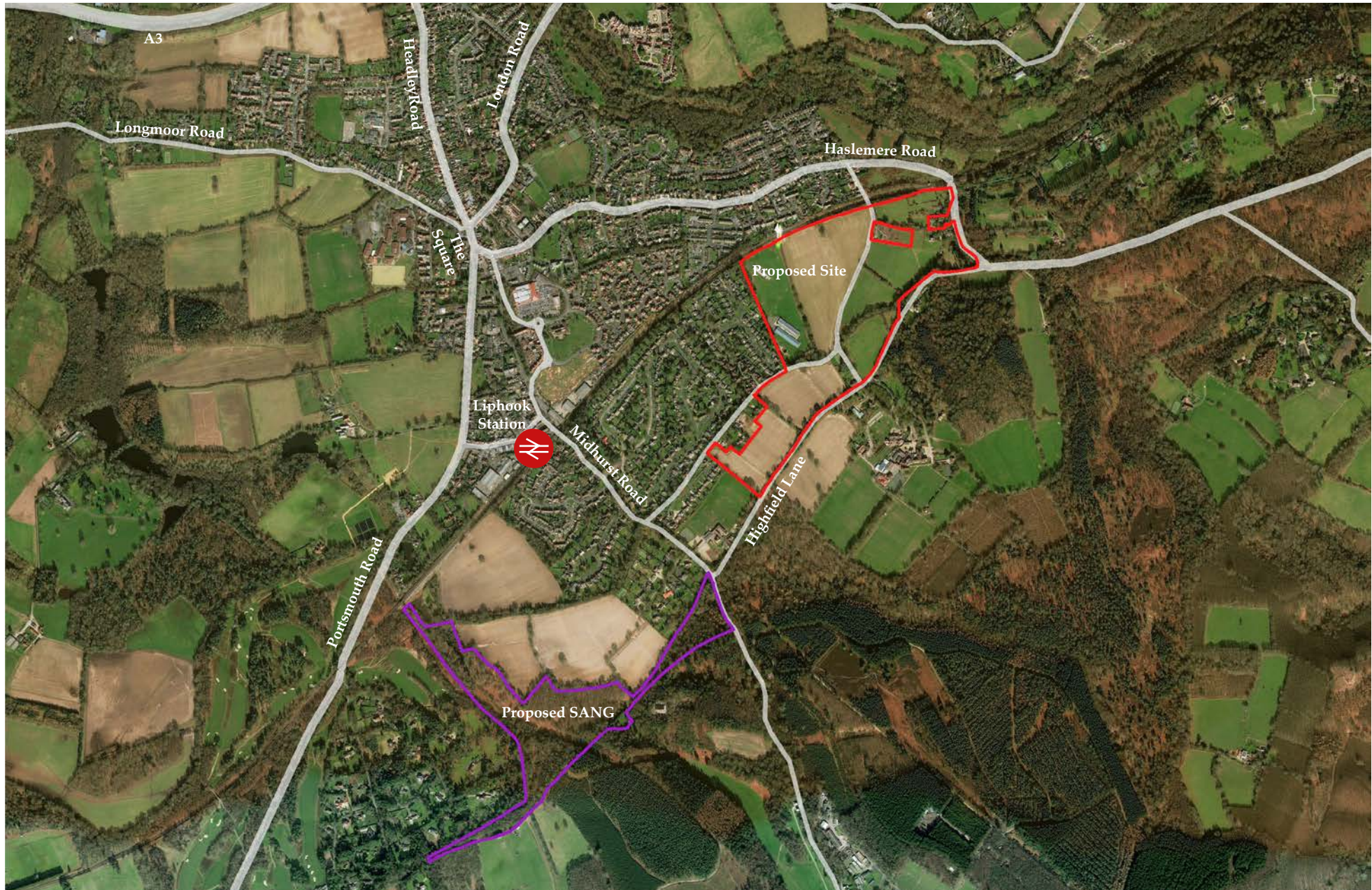
Bloor prides itself on its exceptional track record for achieving the support of local Councils and Communities, and consequently achieving locally based planning decisions.

Specialist consultants Quod planning and LDA Design masterplanning and landscape are supporting the consortium to develop the proposals.

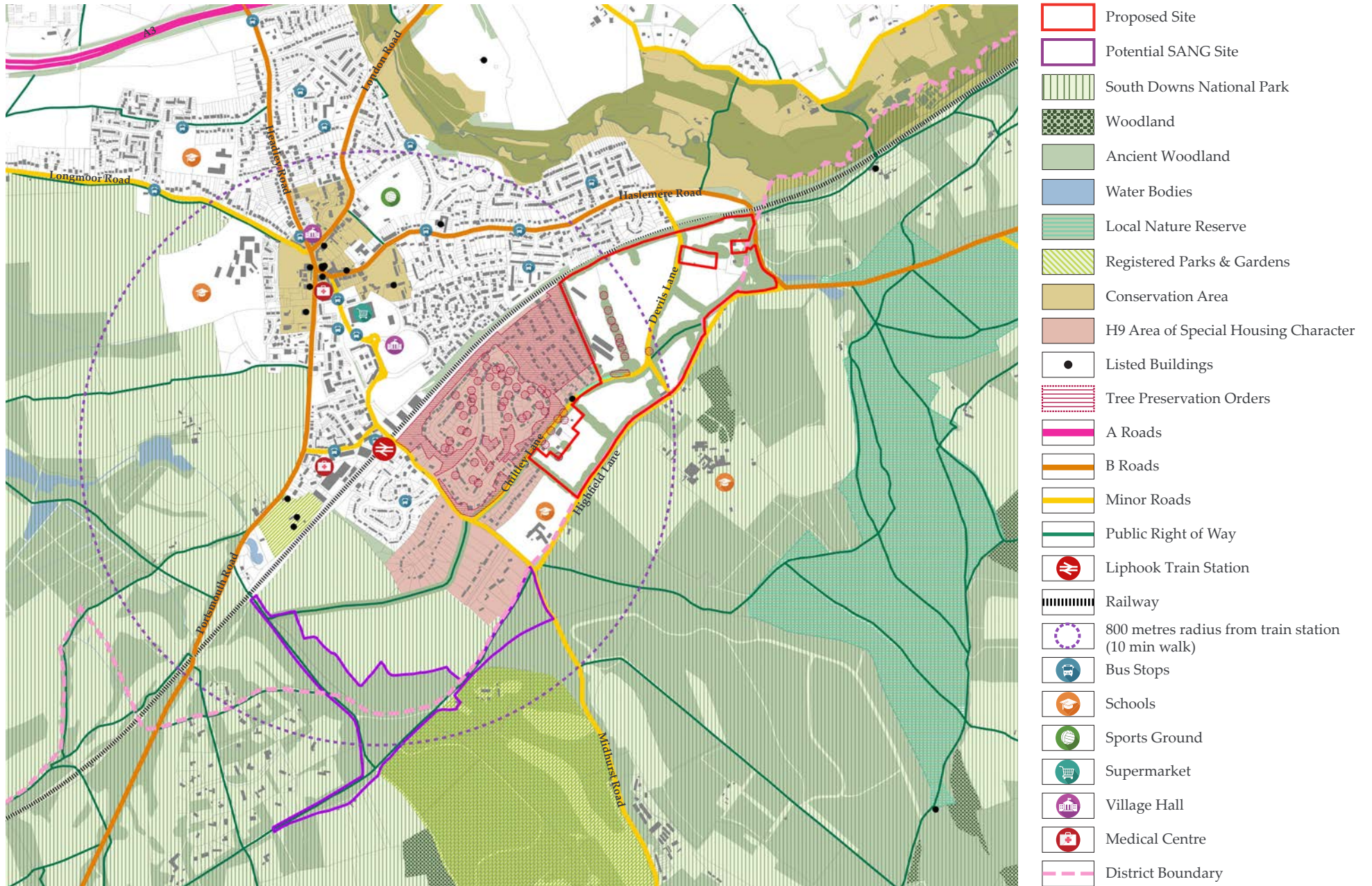
The consortium will:

- **Use a landscape-led approach** we put existing landscapes and historic features at the heart of our master planning. We evolve them sensitively to create a sense of place through intelligent use of planting and open spaces.
- **Apply the principles of place making** – we create places of lasting value through master planning, exceptional landscaping and infrastructure, delivered with great attention to detail.
- **Deliver valuable infrastructure** – we ensure the streetscape and landscape make an early impact and that planning obligations are delivered in a way which maximises value.
- **Work in partnership** – we recognise the importance of using a collaborative approach to build good relationships with councils, statutory authorities and agencies at all stages of planning and development. We work closely with existing communities to understand their concerns and aspirations.
- **Build homes** – Expertise in home building gives us a real understanding of what makes a successful place and the power of creating a cohesive community. It also means we can demonstrate to local authorities that we will deliver the housing that they are under pressure to provide.

# Map of Land South East of Liphook Large Development Site
















# Site Considerations








# Proposed Development Opportunities



## Emerging proposals:

-  Development Site
-  Potential SANG Site
-  Potential Vehicle Access
-  Indicative Main Street
-  Secondary streets
-  Footpaths/Cycle Links
-  Potential Footpaths/Cycle Links
-  Development area
-  Community Hub (Mixed-use development including small scale retail)
-  Primary School/Satellite School facility (annex to Bohunt School or Liphook Infant/ Junior Schools)
-  Public Open Space
-  Play areas
-  Allotments and community orchard

## Existing context:

-  Trees
-  South Downs National Park
-  Woodland
-  Water Bodies
-  Liphook Train Station

## Legend





Inset plan of proposed development site

Uses	Approximate quantum
Homes (C3)	Approximately 600 dwellings.
Gypsy and Traveller accommodation (pitches)	The site could in principle accommodate a number of gypsy and traveller pitches and travelling showpeople plots, but further investigation is required to determine a suitable location for the pitches and plots within the site boundaries; and discussions with East Hampshire District Council are required to determine the scale of the need for each type of accommodation in this area
Travelling Showpeople accommodation (plots)	
Employment (B use classes)	Scope for circa 2 hectares
Open Spaces / Sports / Education	Approximately 5 hectares
Community facilities	Incorporated with sports / education above
Suitable Alternative Natural Greenspace (SANG)	Approximately 15.4 hectares

Land budget



New homes by Bloor Homes

## Understanding constraints and considerations to identify proposed development opportunities

The Land South East of Liphook occupies an important position between the existing village and the South Downs National Park. Our proposals would need to respond to both carefully. This means establishing a clear relationship and attractive links with the existing village, improving connectivity to the National Park and proposing a form of development which can fit sensitively within the existing landscape features of the site.

As an extension to the existing village, new homes would help support existing local services and facilities in the village. Space is also made available in the proposals for additional community facilities. The exact nature of these would be defined through further discussion with the local community. Proximity to the railway station is an important consideration in determining the appropriate mix of uses and quantity of housing. Residential densities are proposed that can provide an appropriate village edge while seeking to make efficient use of land within convenient walking distance of Liphook Station.

The site lies outside the South Downs National Park, apart from a small area to the east and the area proposed as SANG to the west, which fall within the National Park. These areas are shown in our proposals as publicly accessible greenspace which would be managed for recreation and wildlife. There are two areas within the north western part of the site which contain protected trees (TPOs), the site contains no other landscape designations. The existing landscape features of the site including mature trees (including TPOs), field boundaries and lanes would be retained and used to define the layout and character of the proposed development.

Three main vehicle access points to the proposed development site would be provided. It is anticipated that access points from Haslemere Road and Highfield Lane would take the form of priority junctions. The main street would form a through route connecting these two junctions. A third access point from Willow Gardens would serve an area of development in the north western corner of the site. In addition, further work would be undertaken to explore potential off-site improvements at ‘The Square’.

There are no heritage designations within the site, Goldenfield West Lychgate is a Grade II listed building sits adjacent to the site on Chiltley Lane. It is described by Historic England as “An unusual combination of varied buildings, of general vernacular form” The buildings are approached via a lychgate from Chiltley Lane and include a timber framed clock tower. Our proposals include an area of public open space on the opposite side of the Lane to help maintain the setting of this building and structure.

The site falls within 5km of the Wealden Heath Special Protection Area (SPA). We are therefore proposing a large area of SANG. We also propose to explore the potential for pedestrian and cycle improvements to Midhurst Road. This route forms part of the New Lipchis Way which is a long distance walking route. Improvements to this route would create an important new link between Liphook station, housing to the south of the railway and to the South Downs National Park.

## Delivery and timescales

The site is being promoted through the Local Plan process – the Large Development Site Consultation is part of that process. After the consultation, we would take on board the comments received and develop a comprehensive masterplan for the site in great detail. It would set out how the proposed development, supporting open space and infrastructure would come forward. The below timeline shows how long we expect it would take to deliver our proposals, once the Local Plan is adopted.

Year	Activity
1	<ul style="list-style-type: none"> <li>Submission and approval of planning applications</li> </ul>
2	<ul style="list-style-type: none"> <li>Submission and approval of reserved matters and conditions</li> <li>First homes delivered</li> </ul>
3 onwards	<ul style="list-style-type: none"> <li>120 dwellings delivered per year</li> </ul>

The two major housebuilders within the consortium, Countryside Properties and Bloor Homes, both have a history of delivering high quality residential development. The site as a whole is shown on page 6 and is controlled by the consortium. Because the site is in a highly sustainable location at the edge of the existing village, it does not require major new infrastructure to unlock it for development. As shown in the timeline above, the first phase of the development could be delivered within two years of adoption of the Local Plan. This means that the site is ‘deliverable’ in accordance with national planning policy<sup>1</sup>.

Chiltley Farm was included as a draft allocation (SA2) in the Regulation 18 Local Plan. A phased delivery from west to east would be anticipated with Chiltley Farm and Old Shepherds Farm forming the first phase.

1. [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/810197/NPPF\\_Feb\\_2019\\_revised.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf)

## **Meeting identified needs in a sustainable way**

The Government's national planning policy states that, "The supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities. Working with the support of their communities, and with other authorities if appropriate, strategic policy-making authorities should identify suitable locations for such development where this can help to meet identified needs in a sustainable way."

We have set out in rest of this document why we believe Land South East of Liphook fits this criteria.

## **Supporting a sustainable community, with sufficient access to services and employment opportunities**

Liphook occupies an enviable location within East Hampshire. It is an historic and attractive village located along the Wey Valley and on the edge of the South Downs National Park, providing access to a beautiful and vast landscape resource. It is also very well connected and has grown over time to take advantage of access to the strategic transport corridors of the A3 and railway station on the Portsmouth Direct Line.

The village centre was established around The Square as a coaching stop between London and Portsmouth during the 17th and 18th centuries. Following the arrival of the railway, the village grew to the south around the station. Improved road connections and the arrival of the A3 in the 20th century saw the village expand significantly. The village now straddles the railway line with areas of housing to both the north and the south.

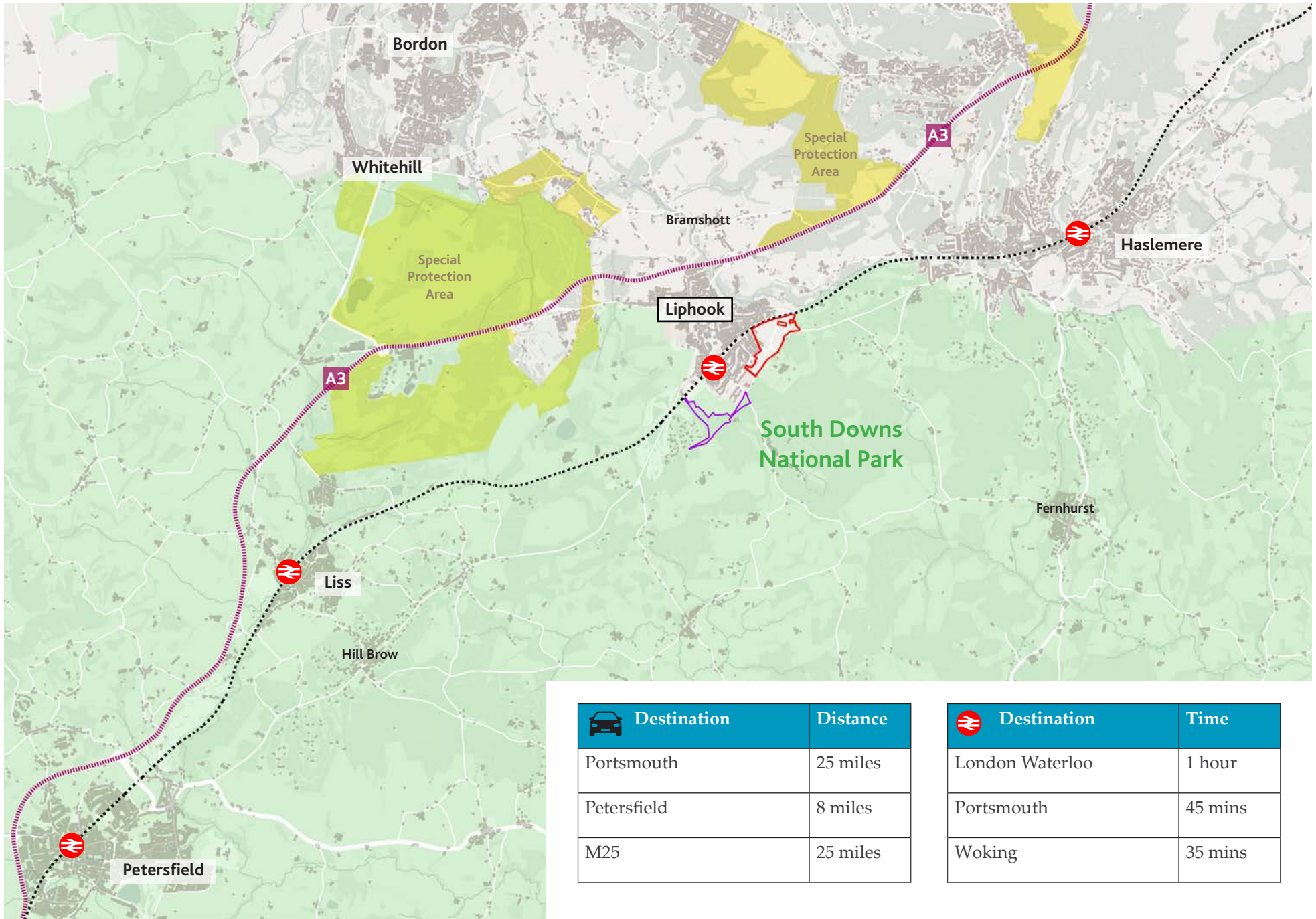
East Hampshire District Council recognise that Liphook is a sustainable village. It is identified in the Joint Core Strategy (Local Plan Part 1) as a 'Large

Local Service Centre' or a second tier settlement. These centres are described as having a range of services and are suitable locations to accommodate new development. Liphook currently benefits from a good range of local services and facilities including a supermarket, doctor's surgery, bank, village hall, pharmacy, schools and a number of public houses and restaurants.

Looking beyond the village, the proposed development site is approximately 1.5 miles (approximately 5 minutes by car) from the A3 which provides excellent access to the south coast and the M25 strategic employment areas both around 24 miles away. The East Hampshire Market towns of Alton and Petersfield are around 11 and 8 miles away respectively and Whitehill and Bordon lies 4 miles to the north.


Liphook railway station sits on the Portsmouth Direct Line which forms the principal route for passenger trains between London and Portsmouth. Liphook station is managed by South Western Railway. An hourly train service is currently provided with approximate journey times to London Waterloo of 1 hour, Portsmouth in 45 minutes and Woking in 35 minutes.

Our proposals recognise the outstanding qualities of the existing village and its location. Land South East of Liphook would be planned as a place that prioritises the quality of life for existing and new residents of all ages. The proposals would focus on ensuring clear and enhanced links to the existing village and delivering a place which can become a thriving community. Our plans would seek to make positive interventions that benefit the wider community. This would include delivery of facilities and assets to support social development, healthy and active lifestyles and encourage opportunities for local enterprise. The site could accommodate a range of services and facilities. This may include recreation / education / community / rural employment space. It is our intention to further define these through dialogue with the local community and stakeholders to ensure the best fit for Liphook.



Map: Wider Context

 Destination	Distance
Portsmouth	25 miles
Petersfield	8 miles
M25	25 miles

 Destination	Time
London Waterloo	1 hour
Portsmouth	45 mins
Woking	35 mins

## Opportunities to improve and invest in infrastructure

The development can assist in delivering social, economic and green local infrastructure for which there is a known deficit, as identified, for example, through the Local or Neighbourhood Plan. This includes affordable housing, road safety and active travel, community facilities and education.

### Transport and Sustainable Travel

The site would deliver on-site infrastructure improvements and contribute to improvements in the wider area of Liphook. The proposals include new highway infrastructure to accommodate a potential bus route through the site. To maximise the use of the new bus route, the development would be designed to minimise walking distances to a bus stop. The bus stops could also present real-time travel information to make using the bus easier and more appealing.

The Neighbourhood Plan Steering Group has suggested that a new relief road to the east of the two congested mini-roundabouts at The Square would help to reduce existing congestion. This would require the relocation of the football pitches at Liphook Recreation Ground to the Land South East of Liphook. The pitches are currently used by Liphook United Football Club and would be subject to further discussions with stakeholders going forward.

The Council's interim Infrastructure Plan identifies the need for cycle network improvements. The development of the site presents an opportunity for Devils Lane to be used as a quiet lane suitable for walking and cycling. This would encourage sustainable transport links across Liphook and would link to Midhurst Road. This would be subject to further consultation with relevant stakeholders such as Hampshire County Council.

### Schools

Hampshire County Council determine the need for new primary schools. To support 600 dwellings, they identify a need for approximately 180 primary school places. The County Council also states that one primary school provides 210 places on 1.2 hectares of land. The delivery of a school here would be subject to existing capacity and delivery timings.

If the emerging proposals include plans for a new primary school on the site this would allow children from the new development to attend school near their homes and also provide the opportunity for children who live near the site now to attend school closer to their home, reducing congestion and making for an easier and more pleasant school run.

It would assist in relieving the traffic congestion present at peak times at The Square, as there would not be the need to travel north of the railway line in order to access a government funded primary school.

### Community Facilities and Wider Infrastructure Benefits

The masterplan includes land for play areas for all ages, providing play and informal recreation opportunities. In addition, the emerging proposals include other community facilities that would form part of the masterplan, including allotments and a football pitch if required.

The site presents the opportunity for off-site contributions too, which could help fund wider infrastructure improvements where appropriate. This could include local infrastructure such as public realm improvements to The Square.

## Economic opportunities

The emerging Local Plan identifies the importance of enabling sustainable growth and expansion of all types of business in the rural areas. It also includes a draft policy which encourages the provision for small business units.

The interim report for the Bramshott & Liphook Neighbourhood Development Plan draws conclusions from consultation and engagement with clear support for an economic strategy, providing direction for the future of Liphook's economy. The recommendations within the report suggest that economic policies should address the following:

- Affordable employment space which can meet the needs of start-up businesses and entrepreneurs;
- Encourage local workforce employment;
- Provide workspace within residential development;
- Reduce commuting times; and
- Implement placement schemes within schools.

The size of the site allows for new rural employment opportunities which are accessible to residents within Liphook. The site's location also makes travel to towns within wider East Hampshire via rail or the motorway network feasible for other employment opportunities. Employment opportunities for local people would be available during the construction phase of the site, including employment via apprenticeship schemes for local young people.

The emerging proposals provide an opportunity for employment uses, including retail and start up business space. Retail would be small in scale and is intended to serve local residents, providing convenient options to shop south side of the railway line.

## Opportunities for environmental improvements

The site is located in the countryside and beyond the current settlement boundary. A small part at the eastern edge of the site and the land proposed as SANG to the west is within the South Downs National Park boundary. The site's landscape setting is at the heart of the emerging proposals, which seek to incorporate and reflect the surrounding landscape.

The emerging masterplan includes semi-natural green space as well as potential locations for allotments and a community orchard. The proposals include new cycle and pedestrian paths and improvements to existing routes, which successfully connect the site to the National Park. Along with the wider network, this improves access to the National Park for everyone.

The green infrastructure and open space that form part of the emerging proposals would contribute to the improved connectivity along the green infrastructure network, including providing better opportunity for enhanced countryside and recreation links, via the South Downs National Park.

As part of the development, a bespoke Suitable Alternative Natural Greenspace (SANG) may be delivered to help protect the sensitive natural environment of the Wealden Heaths Phase II Special Protection Area (SPA) from increased recreational pressure. The emerging proposals have identified an area to the south west of the site that could accommodate the SANG, accessed on foot via Chiltley Lane and the Sussex Border Path. A car park could also be provided at the entrance to the proposed SANG, at the junction with Midhurst Road, to make it easier for people to visit.

The site is predominantly in arable use. As part of the masterplan response to the landscape, a number of open spaces are proposed, some of which would form meadows and rough grasslands. These would be in place of the current low biodiversity value arable land and therefore contribute to the landscape setting and biodiversity improvements. The development also offers the opportunity to remove noise and odour issues associated with the current use of part of the site as a chicken farm.



## Creating and maintaining a quality place

We are committed to working with the local community to achieve locally distinctive placemaking at Land South East of Liphook. It is our expectation that the existing landscape would shape the character and identity here. This would lead to a masterplan for an authentic place.

We see this site as an extension to the existing village and this makes the process of planning the site a social endeavour as much as a spatial design exercise. Complementary community facilities and open spaces seek to benefit new as well as existing residents ensuring the lives of future Liphook residents would overlap.

The proposals seek to ensure the best possible connections from the site to the rest of the village and to the railway station too. Public transport and improved walking and cycling connections are a key part of the proposition encouraging active streets, healthy lifestyles and social interaction. The inclusion of Sutable Alternative Natural Greenspace and improved links to the National Park are a key part of achieving this aspiration.

The character of existing neighbourhoods would be respected by building at an appropriate residential density and by designing homes with their own distinct identity. Residential density would vary across the site, helping to create an appropriate village edge. The average residential density would be approximately 35 - 40 dwellings per hectare (dph), which would allow for predominantly semi-detached and detached houses with driveways and private gardens.

We believe in building much needed new homes that respect and enhance their natural setting and this would be at the forefront of our design strategy. One of the most distinctive characteristics of the existing development site is the enclosure created by the mature field boundaries and vegetation along existing lanes.

These existing lines of planted banks and trees would form the organising structure for new homes. This would help new streets and buildings sit comfortably within the existing landscape giving a sense of rootedness and permanence from the outset. The emerging masterplan sets out a series of housing clusters within and connected by a mature landscape of lanes, greenways and naturalistic open spaces.

The existing landscape corridors would be extended and strengthened where they can help to provide biodiversity corridors, walking and cycling routes or to protect the setting of site assets such as the Goldenfield West Lychgate listed building or to respect the amenity of existing neighbours. The landscape strategy would provide space for nature, play, relaxing, walking, cycling, growing food and socialising.

We recognise the importance and long-term value which can be generated in committing to high quality streets, space and initiatives which create strong and lasting communities. We are proposing a community hub at the centre of the development site, located at the convergence of the main streets, lanes and walking routes. This would be a natural gathering point and social hub for new and existing residents.



### PUTTING PEOPLE IN TOUCH WITH NATURE

Over 15 hectares of Sutable Alternative Natural Green Space



### HEALTHY AND HAPPY

A network of public open green spaces providing space for play, growing food, relaxing and socialising



### A PLACE TO BELONG

Generating approximately 600 high quality homes as part of an extended village



### A STRONG COMMUNITY SPIRIT

Space made available for a range of facilities as part of a new community hub





Housing examples are of Bloor and Countryside developments



Housing examples are of Bloor and Countryside developments

## Meeting the housing needs of everyone

This large development site will help to deliver a significant proportion of East Hampshire District Council's future housing need. Large sites will also be required to meet the needs of other groups within the community and associated infrastructure.

A core objective of the emerging Local Plan is to provide sustainable levels of growth within East Hampshire and ensure that the size, type and tenure of the homes are right.

As part of delivering this objective, emerging Policy S6 requires 40% affordable housing on residential sites of 11 or more units. A development of approximately 600 homes would therefore aim to deliver approximately 240 affordable homes.

Housing is identified as a key area for focus in the emerging Neighbourhood Plan too. The interim report highlights the importance of being able to meet local housing needs and allowing future generations to remain in the parish, if they so wish. The report suggests that affordable housing needs to be provided, there is a need to ensure a mix of property sizes are delivered and that the homes are delivered to a high design standard and in appropriate locations.

Studies undertaken for East Hampshire have found that the size of homes required, in terms of number of bedrooms, varies by tenure. For market housing, there is a need for 3-bedroom homes but for affordable home ownership there is a need for 2-bedroom homes and for affordable rented homes there is a need for 1-bedroom homes.

The site would deliver a range of homes, including flats, terrace, semi-detached and detached homes, with different numbers of bedrooms. The emerging masterplan proposes an average density of 35 - 40 dph to allow for an appropriate range of housing types and an attractive, varied urban character. The density of development at the eastern and southern parts of the site must be sensitive to the surrounding National Park and therefore be lower density. In the centre of the site, higher average density development would be more

appropriate. This would assist in creating a varied character and meeting identified housing needs.

It has been agreed with the Council that the site could in principle accommodate a number of gypsy and traveller pitches and travelling showpeople plots, but further investigation is required to determine a suitable location for the pitches and plots within the site boundaries. Discussions with East Hampshire District Council are required to determine the scale of the need for each type of accommodation in this area.

## Accessing the site by walking, cycling and public transport

Land South East of Liphook benefits from a genuine choice of travel modes.

### Train

The proposed development site is located approximately 900m away from Liphook Railway Station. Accessible via Chiltley Lane and Midhurst Road, the walking time from the edge of the development site is approximately 10 minutes and the cycling time approximately 3 minutes. Further detailed work would explore the potential to improve the walking and cycling link along Midhurst Road. This route forms part of the New Lipchis Way which is a long distance walking route from Liphook to Chichester Harbour. It is a significant route connecting the village and railway station to the South Downs National Park.

Liphook station is managed by South Western Railway and sits on the Portsmouth Direct Line. An hourly train service is currently provided with approximate journey times to London Waterloo of 1 hour, Portsmouth in 45 minutes Woking in 35 minutes. The proximity to this train service offers an exceptional alternative to reliance on the private car. The transport policy objectives of the National Planning Policy Framework supports patterns of development which facilitate the use of sustainable modes of transport.

### Bus

Land South East of Liphook provides the opportunity to contribute towards enhancing the provision of public transport both within the Site and Liphook as a whole.

Potential improvements comprise:

- Provision of new highway infrastructure for a bus route through the development site between Haslemere Road and Highfield Lane.
- The extension of existing bus services into the Site.
- Ensuring the layout of the site brings all development as close as possible to a bus stop.
- Provision of attractive bus waiting facilities within the development.
- Provision of live information at bus stops.

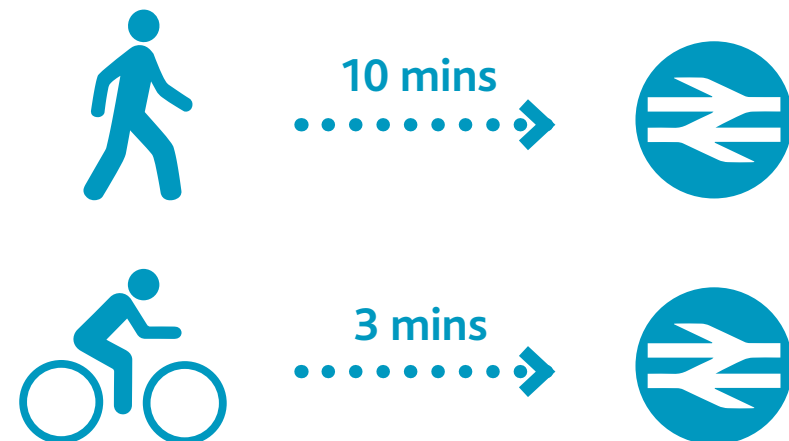
Public transport proposals would be designed so that they are integrated with, and embedded into the local context of the Liphook area, thereby ensuring that the site would be seamlessly accessible both for visitors and residents.

### Walking and Cycling

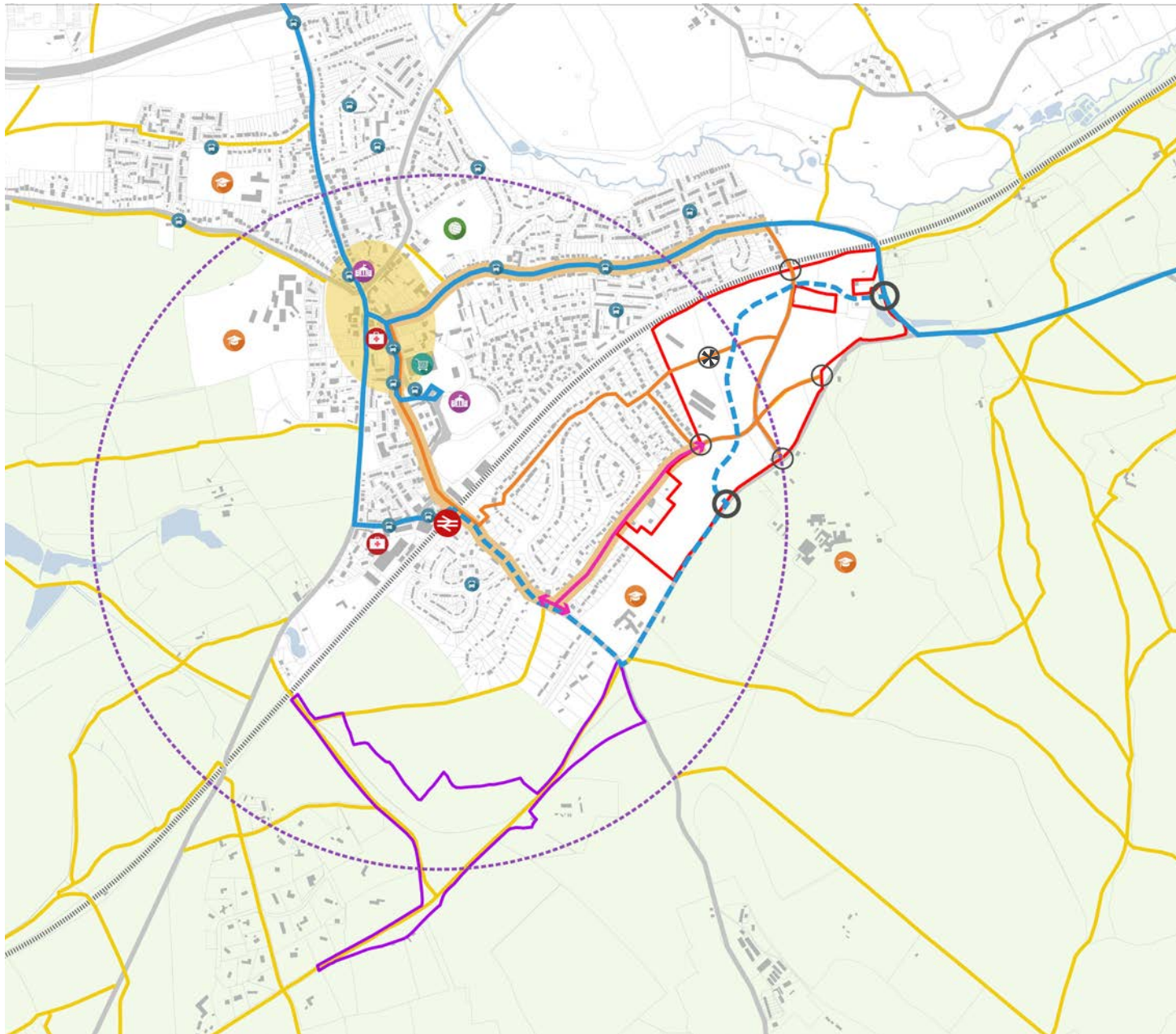
Land South East of Liphook provides the opportunity to contribute towards enhancing the network of pedestrian and cycle routes both within the development site and Liphook as a whole.

Potential improvements to walking and cycling routes comprise:

- Use of Devils Lane as a quiet green lane that connects Haslemere Road and Highfield Lane.
- A new street through the development site linking Highfield Lane and Haslemere Road reducing the use Chiltley Lane for traffic which could remain a quiet lane suitable for both pedestrians and cyclists.
- Pedestrian and cycle connections from Willow Gardens / Chestnut Close.
- New walking and cycling routes through the development site
- Improved walking and cycling access through the Suitable Alternative Natural Greenspace land.
- Improvements to Midhurst Road for walking and cycling (described above).
- Subject to discussions with Network Rail, exploring a new footway / cycleway bridge crossing connecting the Site to Manor Fields.



Walking and cycling times from the site to Liphook Station



- Development Site
- Potential SANG Site
- Main pedestrian and cycle routes
- Potential pedestrian and cycle routes
- Public Right of Way
- On lane pedestrian and cycle route
- 🚂 Liphook Train Station
- Railway
- 800 metres radius from train station (10 min walk)
- Existing Bus Route
- Potential Bus Route
- 🚌 Bus Stops
- 🏠 Schools
- 🏟️ Sports Ground
- 🛒 Supermarket
- 🏛️ Village Hall
- 🏥 Medical Centre
- Potential pedestrian and cycle enhancement
- Village Centre

Map: Proposed access and movement

# Local Communities

## Concerns, opportunities and benefits

The consortium have met with the Bramshott and Liphook Neighbourhood Development Plan Steering Group in past years to discuss and understand the views and concerns of the community.

The Steering Group has published an Interim Report to summarise the issues identified through engagement processes in 2017. The report includes a range of draft planning policies and next steps for the neighbourhood planning process in terms of considering potential housing allocations.

The issues identified in the Interim Report broadly align with those identified in the Council's emerging Local Plan, although they helpfully apply a more local lens. This is useful in terms of understanding the views of Bramshott and Liphook residents and therefore how the proposed development can provide added benefit.

New development would bring benefits not just for new residents, but also for existing residents of Liphook. The emerging proposals for the site are being developed with careful consideration of spreading the benefits of development more widely than the site's boundary.

In order for a development to be attractive and have a sense of character, it is important that it includes uses other than just residential. The landscape led approach is woven into the inclusion of potential small scale retail, employment and community provision on the site, to create an area with character.

Significant consideration has been given to the community benefits that can be delivered through the development of this site, both directly and indirectly. In instances such as the football pitch, this responds to a local need which is identified through the East Hampshire District Council interim Infrastructure Plan as well as providing the opportunity to remediate the existing road layout issues in the village centre.

The list below suggests what these might be, but there is scope for the list to be amended following further discussion and engagement with the community.

### Green infrastructure network

- Improved links to the South Downs National Park from the village centre and The Berg housing area
- Publicly accessible open green space
- New pedestrian and cycle links
- New play facilities for people of all ages

### Employment opportunities

- The opportunity to enable the delivery of new rural employment opportunities on the site, providing space for retail convenience stores and/or employment space for start-up businesses.

### Sports facilities

- Potential additional or relocated facilities for use by local groups such as Liphook United Football Club.

### Public transport enhancements

- Improvements to walking and cycling routes to the village and the station
- Exploring the potential for extending bus routes into the site along the main street.

There is an opportunity through Section 106 or the Community Infrastructure Levy to contribute towards addressing congestion in the village centre, subject to strategic transport testing as part of the Local Plan process.

## **Working together going forward, in an inclusive way**

The consortium have worked closely together with the Neighbourhood Development Plan Steering Group as part of the Neighbourhood Plan process and the input has informed the emerging masterplan for the Land South East of Liphook. The consortium is keen to continue this relationship making sure that the final masterplan of the site fits with the vision of the future of Liphook. We propose to continue the working relationship by:

- Attending and contributing where relevant to public workshops organised by local groups, including the Neighbourhood Development Plan Steering Group
- Advertising and hosting a public consultation to discuss development ideas with community groups and considering responses in the ongoing refinement of the scheme
- Creating a project website which can provide regular updates on the progress of the development site and provide information about any upcoming meetings, events or decision-making stages
- Speaking to local sports clubs, including Liphook United Football Club, to understand their future needs and requirements. Consider how any requirements can be met through contributions either on site or off site, and during which stage of the development this would need to happen.
- Submitting plans to a Design Review Panel to ensure a high-quality design process, and discussing changes to the scheme with the Neighbourhood Plan Steering Group and East Hampshire District Council.

The engagement between the consortium and the Steering Group so far has enabled a sound basis for discussions going forward. The consortium are keen to continue this dialogue, as well as reaching out into the wider community, in order to foster a constructive relationship.

By engaging in further discussions with the community and East Hampshire District Council, it would be possible to work towards the delivery of a development site and associated community infrastructure that match the expectations of the community. The consortium are willing to continue developing conceptual plans for the site and share this with the Council and other stakeholders to create better quality and more prescriptive policy and guidance that would provide the policy framework for a higher quality of development. This could comprise strategic development principles or a design framework for example.



Land South East of  
**Liphook**