PLANNING AND DEVELOPMENT (2.0)

Background

15.1. **Research.** This planning report has been prepared from several sources including the:

15.1.1. Bramshott and Liphook Village Appraisal carried out in 1980 when there were only some 2,400 households in the Parish. This resulted in a 33.3% response.

15.1.2. Village Design Statement, which commenced with an initial public meeting from which 40 people formed a study group and individuals researched various designated topics within the parish.

15.1.3. Parish Survey of 2008 when 3,900 surveys were distributed, resulting in a 40.4% response.

15.1.4. Local Plan: Second Review which is still currently in force by EHDC (October 2012).

15.1.5. EHDC Joint Core Strategy which, once formally approved, will take over from the current Local Plan.

15.1.6. Resident’s views from Talkback (the local website), discussions in small local groups and responses to recent large-scale planning applications have also been taken into account.

15.2. **Comments from Residents.** Some of the comments on what residents loved about Liphook from the 2008 Survey included:

15.2.1. Environment – including beautiful surroundings/area; access to the countryside and open spaces; peace and quiet; low crime rate.

15.2.2. Location in relation to other areas – convenient proximity to the coast/London/airports/SDNP; to large towns.

15.2.3. Access to other areas – mainline station; good road links; access to local amenities.

15.2.4. Community – the strong community spirit; village atmosphere; relatives/family living locally; blend of town and country.

15.2.5. Community activities – Liphook in Bloom; sports, social and support groups and clubs; carnival; LIBDA bike ride.

15.2.6. Support services – good location for most amenities and services including doctors, dentists, vets; parking is free; good schools; good range of shops for everyday requirements.

15.3. **Quality of Life.** Despite the growth in population it is clear that Liphook still provides good quality of life in terms of the environment and community activities.

Objective

15.4. **Aim.** The aim of this report is to maintain and enhance the built environment for current and future residents.

Sustainability

15.5. **Settlement.** Liphook has been identified as one of the most sustainable settlements in the district with all the key services and facilities. It has a range of shops including a large supermarket as well as access to medical facilities, the mainline railway station and the A3.
provides access to London, Guildford and Portsmouth. There are infant, junior and secondary schools in Liphook. Liphook is identified as a large local service centre.

15.6. **Joint Core Strategy (JCS).** There is a requirement within the draft JCS for Liphook to absorb an approved development (but not yet built) of a further 600 dwellings plus an additional 25 affordable homes. The following is taken from the draft JCS (2012):

“A total of around 600 homes, is a substantial amount of housing for a village the size of Liphook”

“There have been 136 houses built in Liphook between 2006 and 2008. There are existing commitments for about 429 homes in Liphook including 147 homes at the former King George’s Hospital, 128 houses at Silent Garden and a further 128 houses at the former OSU site. There is also a reserve site at Lowsley Farm for 155 homes”

Suspension of the JCS for further research may mean the Parish having to accept more new homes. It is fortuitous that the District Council currently has a five year land supply sufficient to meet such a need.

15.7. **Planning Consent.** Outline planning consent has now been given for the 155 houses at Lowsley Farm. In addition, recent and current planning applications which may have a significant impact or influence on planning and development are included at Annex E.

**Liphook Village**

15.8. Although Liphook is essentially a commuter village with mainly only light industry or office based businesses, it is the first settlement reached from London via the A3 which provides access to the recently established SDNP and can therefore be considered as one of the main gateways, offering significant potential for tourism and leisure activities. The heart of the village is the conservation area of The Square, this being the ‘hub’ of the community where the London Road, Headley Road, Longmoor Road, Portsmouth Road, Haslemere Road and Midhurst Road meet. Development has occurred in classic ‘ribbon’ form along these roads, with later infill between these ribbons.

**London Road**

15.9. **London Road.** This is the main entrance to Liphook from the A3 trunk road. Hewshott Lane to the left leads to the small hamlets of Hewshott and Hammer Vale and also the entrance to the Bramshott Place retirement village. Further along it consists of mixed development primarily detached houses and bungalows of individual design, set well back from the road. The road has a much naturalised appearance, crossing the River Wey with Radford Park and its water meadows to the left; it is bordered by a generally unmanaged line of mature trees and hedgerow. As the field to the west is adjacent to the River Wey Conservation Area it should remain as open space to complement Radford Park, assist with flood alleviation and maintain the landscape and character of the area.

15.10. **Recreation Ground.** This gated ground, which is well screened from the road and contains the village football field and children’s play area, lies, along with the library (formerly the Girls School from 1872 to 1973) and little Recreation Ground, within the conservation area.

15.11. **The Square.** The Square is the medieval heart of Liphook and was originally developed as an important coaching stop on the London to Portsmouth route with the Royal Anchor as the key building. Other buildings in this centre include Ship House (now Lloyds TSB), Liphook Garage, Tap House, Green Dragon, and Oak Cottage. Due to the Square being the meeting point of six roads there are continuing traffic congestion problems (even before the impact from the...
approved developments, which are pending construction), particularly during school term times and rush hour. The converging roads also pose a danger to pedestrians. There is a lack of easily accessed customer parking for the retail units. The majority of buildings in the Square are two-storey of varying heights.

15.12. **Rear of the Square.** In recent years there has been a small development of houses at Childerstone Close off London Road and within the conservation area. A further planning application has been put forward for housing to the rear of 14 London Road for which planning permission has been granted. Residents have expressed concern the pressure of traffic through the Square and the lack of parking for retail businesses.

**Haslemere Road**

15.13. The conservation area extends to the start of the Haslemere Road which runs east from the Square. The road here is narrow and the pavements equally narrow, however the road widens as it reaches the pleasant open space fronting Chiltley Manor. Access to parking for the rear of the retail units lie opposite Chiltley Manor, together with a small public car park, and the large office block owned by Allianz. Housing along the Haslemere Road is a good mix of properties including small bungalows, a small group of flats, the large open estate of Malthouse Meadows and the more modern estate of Manor Fields. Individual developments of good sized family homes lead off from Haslemere Road. The main railway line runs to the South side of the road. There has been little new development along the Haslemere Road apart from an application for travellers’ dwellings along Devil’s Lane which crosses the railway line and eventually leads to the Midhurst Road.

**Midhurst Road**

15.14. **East Side.** This area contains some of the most recent developments which have had a significant impact on the character of Liphook. The large Sainsbury’s supermarket is one of the factors resulting in Liphook becoming a sustainable settlement. The only other form of competition for Sainsbury’s is the smaller Co-operative supermarket in the Headley Road.

15.15. **Canada Way Housing.** The Millennium Hall and Village Green provides a well-used community building and a pleasant open space. The housing development of Canada Way is in contrast to much of the existing buildings in Liphook in that the housing bordering the Millennium Green is three-storey and would dominate the landscape if not for the fact that they border the open expanse of the Green and are set back from the road. There are key points to this development which should be regarded as good practice for future developments.

15.16. **West Side.** In contrast the housing estates on the west side and many of the buildings further towards the railway station have several features which detract from providing a safe environment and a pleasant area to dwell. The buildings have been placed close to
the roadside with very little green landscaping to enable them to blend with the surroundings and soften the hard lines of the brickwork. Collection sites for refuse bins have opened the opportunity for vandalism. The gardens, where provided, are extremely small in relation to the size of the property, have no privacy and very little security. The combination of lack of green space and parking close to the rear entrances of the properties has resulted in children often playing around the cars raising concerns for safety and increased noise and pollution level.

15.17. **Old OSU Site.** Outline planning permission has been granted for development on the old OSU site which lies to the South of the Millennium Green and borders the mainline railway. The site has been allocated as part residential use and part business use within the Local Plan. However the current planning application for the remainder of the old OSU site is for residential and commercial premises.

15.18. **Newtown.** Housing to the rear of the Midhurst Road on the south side is built to a higher density, cars are generally parked on the roadside causing some access problems and this is exacerbated by expensive or lack of parking facilities for railway commuters. Station Road and Newtown area contain a range of shops which having parking facilities and are more easily accessed than those in the Square. Two small industrial estates lie either side of the Midhurst Road; Beaver Estate lies on the East Side and Beeches Yard lies to the South of Station Road, behind the shops. There has been one planning application to build a number of houses on part of Beeches Yard; to date this has been refused.

15.19. **Railway Station Parking.** It is noted that the Railway Station car park is only partially used as commuters find it expensive. As an alternative they tend to park free in the surrounding streets or in the yards of empty properties. This is causing problems to residents and local businesses particularly along Canada Way and will get worse when the remainder of the OSU site is built on. Action needs to be taken to address this issue either through the use of parking permits, yellow lines or encouraging South West Train to reduce its parking charges.

15.20. **Gunns Farm.** This is one of three significant housing developments along the Midhurst Road, separated from those mentioned above by the mainline railway. Gunns Farm is an ex-local authority estate although many properties are now privately owned. This estate has a good mix of property types including bungalows, maisonettes and semi-detached houses. The roads around the estate are wide with adequate off-road as well as on-road parking. In addition there are open green spaces for quiet enjoyment by residents, as well as a small number of allotments in a corner of the estate.

15.21. **The Berg Estate.** The Berg estate contains large, mature detached properties all of individual character and highly distinctive architecture. The properties are all set well back from the roadside with open front gardens. The estate is well supplied with specimen trees both evergreen and deciduous, together with wide grassed verges and key areas of well laid out soft landscaping.

15.22. **Hollycombe Close & South Road.** The remaining two roads within the settlement boundary are South Road and Hollycombe Close; both contain large, mature, individual properties. The Midhurst Road narrows significantly into narrow country lanes through pleasant wooded, countryside areas.

**Portsmouth Road**

15.23. **Conservation Area.** The conservation area extends along Portsmouth Road and includes the listed buildings of Ship House (now Lloyds bank), Osborne House (circa 1730), the Rectory (built in 1912 by Arts and Crafts architect H.I. Triggs), and ends at the old Post
Office. There is a small modern development at The Larches then the new Church Centre at The Firs. Outline planning consent exists for Silent Gardens, a housing estate of some 128 houses to be built to the rear of the Firs and which will form part of the boundary of the SDNP.

15.24. **Bohunt Manor.** This ground, other than IML and some private dwellings, has been purchased by Green Village Ltd, a housing development company. Outline planning consent has been granted for football and cricket pitches, a medical centre and allotments on what is now the SDNP. However, a proposal for a Gospel Hall along Portsmouth Road was refused planning permission. It is understood that an outline paper prepared in January 2010 indicated a wish to build 250 houses on the estate. The large petrol station and garage near the junction with Station Road was demolished to make way for a block of flats. An application to build flats at the entrance to Station Road was also granted permission. There are extensive open views across the SDNP from The Firs and along to The Links.

**Longmoor Road**

15.25. **North Side.** Most of the development has taken place on the north side of the Longmoor Road and consists of a mix of small modern developments, including flats, bungalows, semi-detached and detached properties. In addition there are a number of small industrial units along the Longmoor Road. These appear not to have an adverse effect on the character of the area.

15.26. **Lowsley Farm.** Planning consent has been granted at Lowsley Farm, a development of 155 houses at the northern end of Longmoor Road, with a large open green space (SANG) to be maintained at the north side, bordering the A3 trunk road. A new road layout is proposed to facilitate movement of traffic from this new development and to reduce speed into Liphook. Liphook is a commuter village and residents in this proposed development will need to rely heavily on vehicle use to access facilities in Liphook itself and journeys along the A3 trunk road.

15.27. **South Side.** Development on the south side of the Longmoor Road consists mainly of Bohunt School which now has academy status, and associated buildings and land. There is a small modern housing estate between the Royal Anchor and Bohunt. The boundary of the SDNP lies along part of the Longmoor Road; the remaining open fields provide visual amenity and a rural sense.

**Headley Road.**

15.28. **Junction with the Square.** The Village Hall and Social Club are close to the southern end of Headley Road and its junction with the Square. Houses consist of a mix of small terraced properties, semi-detached and detached houses. The Liphook Infant and Junior Schools are accessed via The Avenue which leads to the Longmoor Road. There has been little significant development along the Headley Road in recent years.

15.29. **Apartments.** Approval was granted in 2008 for the building of retirement accommodation on the two corners of Tower Road and London Road. This involved the demolition of two large houses making way for 27 sheltered apartments, becoming Radford Court on one side and 2 x 1-bedroomed and 6 x 2-bedroomed apartments on the other side, Hannover Court. Radford Court went to appeal because the original application was for a very large single block which the inspector considered was not in keeping with the character of the surrounding buildings, in addition to insufficient regard to high energy efficiency. The inspector also implied that there was a demand for more sheltered accommodation in Liphook.
15.30. **Elderly Accommodation.** There does seem to be a high volume of accommodation for the elderly in this sector of Liphook. We have Bramshott Place Village, Radford Court, Hanover Court, Candleford Gate, in addition to the large residential homes closer to the Square.

15.31. **Smaller Developments.** There has been a small development of 4 detached houses to the north of 49-57 Tunbridge Crescent. Several large detached houses have also been built in Tower Close over the last few years.

**Bramshott**

15.32. **Old Settlement.** Bramshott was the original parish settlement in medieval times and an important staging post on the old London to Portsmouth coaching route. The village now consists of a large conservation area centred on the 13\textsuperscript{th} century church of St Mary’s, with a mix of scattered properties including Bramshott Manor and Ludshott Manor. There is a fairly modern development of family homes in Limes Close; this includes a sympathetic conversion of the old School House (once the Boys School). The only paved areas for pedestrians are in Limes Close and a short section on one side of the road only in Church Road. Access through Bramshott consists mainly of sunken lanes of ecological and historical value or narrow country lanes, all with limited visibility.

15.33. **Parking.** Bramshott receives many visitors from outside the area in the form of walkers and cyclists accessing Bramshott Common, Waggoner’s Wells, Ludshott Common and National Trust land. The church of St Mary’s is also well used both for regular church services and also for weddings and funerals. The village has a biannual Open Gardens event and also visitors to the War Graves and cemetery attached to the church. Visitors have to park on the narrow roads restricting the traffic flow through the village and also on the footpath in Church Road, making access difficult and dangerous for pedestrians.

15.34. **Housing Association Properties.** There are existing properties in Church Road which are managed by a local housing association.

**Griggs Green**

15.35. Griggs Green is one of the outlying hamlets and has easy access to the A3 trunk road. There is a group of older properties around the Deer’s Hut public house and a small country road leads to the large complex of Old Thorns Manor Hotel, Golf and Country Estate. A larger settlement of housing exists on the old Longmoor Road as well some provision for employment. There has been a small development of five houses within the last ten years.

**Passfield & Passfield Common**

15.36. Passfield lies to the north of the Parish. It is a small, rural community with a village shop. Passfield has two separate industrial estates with access to main roads but with no public transport. Residents rely on vehicles for access to shops, schools and employment.

**Conford**

15.37. Conford houses a small rural community and is accessed by a narrow, poorly maintained road that leads only to National Trust land. It maintains a small village hall.

**Bramshott Chase**

15.38. Bramshott Chase, to the north of the parish, consists of a small group of individual detached houses adjacent to designated open land and accessed from the A3 trunk road. The area is separate from other settlements in the parish and facilities have to be accessed by vehicle.
Gaps between Settlements

15.39. In addition to preserving the individual and rural character of the hamlets within the Parish which also lead to a strong sense of community, it is recommended that gaps are maintained and no additional development is approved between the existing settlement boundaries of:

- Bramshott and Liphook.
- Conford and Liphook.
- Griggs Green and Liphook.
- Passfield and Conford.
- Bramshott and Passfield.
- Hammer Vale, Hewshott and Liphook.

Survey Findings

15.40. The following key conclusions are drawn from the residents’ responses to the 2008 Parish Survey and also taken from recommendations in the JCS applicable to this parish. The predominant response to the question of what residents loved about the environment in which they live was:

- The beautiful surroundings and area.
- Access to the countryside and open spaces.
- Peace and quiet.

A key challenge for achieving a sustainable community is that we have an ageing population which has long term implications for health care needs, social service needs and a specific housing mix. Many residents still hold the view that Liphook is essentially a ‘village’ and want to retain that perception for existing and future residents.

Village Design Statement

15.41. The Bramshott and Liphook Village Design Statement has made recommendations for building materials and styles of architecture to be used, however there is no one style which relates specifically to the parish. What is a significant feature of this area is that a wide range of buildings still exist dating back to the 13th century. This range of buildings reflects sizes of dwellings from tiny cottages to extensive manor houses, building styles and historical importance, using a wide range of materials and designs. An emphasis on reducing our carbon footprint and modern technology provide the parish with the opportunity for an innovative approach to the future built environment.

Conclusions

15.42. **London Road.** Management plans should be produced for the protection of historical features and appearance of the mature detached or semi-detached residences bordering London Road.

15.43. **The Square.** We need to maintain and enhance the appearance of the historical buildings, particularly on the eastern side of the Square where the single storey roof line looks out of place. In addition, consideration should be given to the use of the land at the rear of the eastern side (currently with multiple owners) to provide additional parking and also the possibility of small scale affordable housing.

15.44. **Haslemere Road.** The narrow, often single track, country lanes need to be protected as they are a feature of the parish and essential to the character and landscape of rural life.

15.45. **Midhurst Road.** There is a need to ensure:
15.45.1. Adequate off-road parking for residents and visitors.
15.45.2. The provision of several green spaces, which do not have to be accessed by crossing a road, thereby providing safe areas for children close to homes and providing pleasant aspects for residents.
15.45.3. Traffic calming measures are introduced such as speed humps and pinch points to reduce the opportunity for vehicles to speed.
15.45.4. The easily maintained gardens are complemented by sympathetic landscaping along the roadsides.
15.45.5. Those affordable homes are given the same quality of design, appearance and environment as those on the open market.
15.45.6. New developments do not dominate the visual setting and character of the area with hard landscaping. Buildings should be set away from the roadside to allow for planting of trees suitable for an urban setting with the addition of soft landscaping.
15.45.7. Alternative uses should be sought for unoccupied business premises, with residential only being used as a last resort. The trend for developers to state that there is no demand for business use should be discouraged as this may result in a lack of suitable premises in future years when the economy improves.
15.45.8. The parking situation in the village, particularly around the Railway Station needs to be addressed as a matter of urgency. Solutions could include the use of parking permits, introduction on more double yellow lines and encouraging South West Train to reduce the cost of parking fees.
15.45.9. To ensure that future developments conform with the HE2 policy in the Local Plan, all alterations and extensions to buildings on the Berg Estate, Hollycombe Close and South Road will only be permitted if they are designed to take account of the scale and character of the original building, its plot size and setting. The roof line of any extension should respect the form of the original building.

15.46. **Portsmouth Road.** Retain the important picturesque views across the SDNP by preventing the erection or alteration of buildings or structures or any change to the landscape setting that would adversely affect these views. The landscape, character and views of the SDNP should be for the enjoyment of residents and visitors to Liphook, and would contribute tourism and leisure within the parish. This means the exclusion of development on Bohunt Manor.

15.47. **Longmoor Road.** To ensure that:
15.47.1. That the picturesque views, referred to above, across the SDNP are preserved.
15.47.2. That road, street and directional signs are erected only where absolutely necessary, are as unobtrusive as possible and do not impede pedestrian flow.
15.47.3. When street, site and security lighting is installed or replaced, it is no brighter than needed for the purpose and that it is directed only to the areas required, without causing nuisance or pollution of the sky at night.
15.47.4. The level of parking for new housing should reflect the expected car ownership, accessibility to facilities and the availability of public transport in order to
alleviate on-street parking problems. This should include separate areas for visitor parking.

15.47.5. Where family housing is proposed the needs of children are taken into account and that there is a good provision of easily accessed recreational areas, including private gardens, play areas and informal open spaces. The safety of children within these environments should be a key consideration.

15.48. Bramshott. It is essential that:

15.48.1. The field at the entrance to Church Road from the A3 junction, which lies outside the settlement boundary, should remain undeveloped to retain the countryside character and landscape of the village.

15.48.2. All development in the village should be limited to extending or improving the existing properties.

15.48.3. The sunken lanes within Bramshott are preserved by ensuring that any new development is set well back from the top of the banks, access points and driveways are not widened to improve sight lines, vegetation is managed to preserve the integrity of the banking.

15.48.4. Rural exception policies could be applied in Bramshott provided they meet all the criteria laid down in CP12 of the JCS and affordable housing is kept in perpetuity. Potential sites should be identified through discussions with the local community, parish and district councils.

15.49. Griggs Green. The rural exception policies referred to above are equally applied.

15.50. Conford. No further development should take place at Conford in order to preserve the character of the area; the rural exceptions policy should not apply here.

15.51. Bramshott Chase. For the same reason no further development should take place at Bramshott Chase.

15.52. General.

15.52.1. If the approved medical facilities for Bohunt Manor are not forthcoming in the immediate future then a suitable alternative, in a central location, should be sourced and implemented before any further housing development for the elderly is approved.

15.52.2. Any new medical facilities should include the provision of a pharmacy and a mixture of specialist/extended medical provision.

15.52.3. New developments should be adequately screened from the open country by the retention of existing trees and supplementary planting. Where the retention of trees is not practical, then there should be new plantings of native trees of reasonable maturity along roadsides within developments. This will maintain and enhance urban wildlife corridors and allow new developments to settle more quickly into their surroundings.

15.52.4. There should be green, open areas within new developments exceeding 10 homes which are safely accessed from homes and provide a pleasant outlook to the environment.

15.52.5. Arrangements for the choice of planting and maintenance of soft landscaping should be agreed as a planning obligation during the planning process.
15.52.6. Soft landscaping should include the planting of specimen trees to add to the quality of the environment. A list of examples of tree species suitable for urban environments is to be found at the end of this report.

15.52.7. New development in the parish will have to respect its strong historic core, proximity to internationally protected wildlife sites and views to and from the SDNP.

15.52.8. Within urban areas housing should be no more than two-storeys high, although living space in the loft area would be appropriate. Where buildings of a maximum of three storeys are permitted (such as those which complement existing buildings) these should be set back from the roadside and be adequately screened by trees and soft landscaping to blend in.

15.52.9. There should be innovative use of materials which result in minimum impact on the environment and make best use of available resources.

15.52.10. New building works should not dominate the visual setting with hard landscaping, and be set away from the roadside to allow for planting of suitable trees and soft landscaping.

15.52.11. Cars should be prevented from dominating the streetscape. There should be additional and sufficient space for visitor parking by providing small areas of local car parking spaces behind or close to new dwellings, avoiding exposed central garaging.

15.52.12. When street, site and security lighting is installed or replaced, it should be no brighter than needed for the purpose, should use energy saving materials, and should be directed only to the areas required.

15.52.13. Paving, bus shelters, street lights and other street furniture should respect the traditional character of the town and the more rural character of the outlying areas and hamlets.

15.52.14. Screened areas should be provided on individual plots for the storage of refuse and recycling bins. Multiple collection points should be avoided as they may be vulnerable to vandalism.

15.52.15. Quality of design of living space should be such that entrance doors, halls and stairwells should be sufficiently spacious to accommodate the movement of standard sized furniture.

15.52.16. Within new developments there should be consideration for homes with disabled access and living space.

15.52.17. The use of energy saving materials (especially water saving devices) should be encouraged.

15.52.18. Self-build projects should be encouraged.

15.52.19. Where gardens are provided within new developments they should be in proportion to the size of the individual property.

15.52.20. Boundaries of gardens should allow residents adequate privacy.

15.52.21. Where family housing is proposed it is important to ensure that the needs of children are taken into account and that there is a good provision of easily accessed recreational areas, including private gardens, play areas and informal...
play spaces. Developers should liaise with Ofsted, local Wildlife Trust and school leaders to meet best practice recommendations.

15.52.22. Retain and encourage informal open spaces in their natural state where they provide a visual public amenity and habitats for flora and fauna.

15.52.23. Identify open spaces within Liphook that should be retained.

15.52.24. Avoid the use of private gardens for small developments (garden grabbing), as they provide rich areas for urban wildlife and green corridors.

15.52.25. Encourage the use of garden sharing where allotments are lacking.

15.52.26. Affordable homes should be given the same quality of design, appearance and environment and should be indistinguishable from those on the open market.