



1 Introduction

- 1.1 Troy Planning + Design (Troy Hayes Planning Limited) is instructed by the landowners at Pulens Lane, Sheet to submit a Position Statement (PS) in response to matters to be discussed as part of the Week 2 Hearings as part of the South Downs Local Plan Examination in Public (EiP).
- 1.2 References made within this document to 'the site' or 'Land at Pulens Lane' relate to the site as outlined in Allocation Policy SD89 of the September 2017 Pre-submission version of the South Downs Local Plan¹ and the land within the redline plan on Page 331 of the same Local Plan document.
- 1.3 The PS provides an updated review of the Local Plan in the context of relevant changes proposed by the South Downs National Park Authority under Main Modifications², Minor Edits³, Consultation Responses⁴ and the final Schedule of Changes⁵.
- 1.4 This submission comprises a review solely of Strategic Matters to be considered under Week 2 of the Examination in Public (EiP). The PS considers Matters 7 (Landscape, Design and Special Qualities), 10 (Issues Relating to Specific Settlements) and Matter 11 (Issues Relating to Individual Sites).
- 1.5 The content of the PS does not prejudice any future representation or future negotiation with the South Downs National Park Authority (SDNPA) or any other interested party at the EiP Hearings.

2 Previous representations

- 2.1 Troy Planning + Design previously submitted representations on behalf of the landowners of Pulens Lane, dated 21 November 2017, as part of the Regulation 19 Pre-

¹Submission Document Reference **SDLP 01**

²**SDNPA.3** - Main Modifications August 2018

³**SDNPA.3A** - Minor Edits August 2018

⁴**SDNPA.4** = Responses by policy and site: Revised Appendix 4 of the Submission Consultation Statement

⁵Submission Document Reference **SDLP 01.1**



Submission Local Plan with particular regard to the soundness of Strategic Policies SD25, SD26, SD27 and SD45, and Site Allocations Policy SD89.

- 2.2 Representations were also made in relation to Week 1 Legal and Strategic Matters 2 and 4, which were heard by the Inspector between 13th and 15th November 2018. These comments related to the soundness of policies SD25 and SD26, having regard to our clients' promotion of the site.
- 2.3 This statement also responds to points raised in objection to the Pulens Lane site allocation, particularly in relation to landscape, ecology and access and highways. The statement highlights the significant work and evidence gathering undertaken and clear support for the site as an allocation in the Local Plan.

3 Position with regard to the Submitted Plan for Examination

Matter 7 – Landscape, Design and Special Qualities

- 3.1 Our clients support the South Downs National Park Authority in their promotion of the Pulens Lane site and the opportunities it presents to provide a landscape-led scheme, which, in turn, would present wider opportunities to enhance ecosystem services. Our clients remain resolute that the allocation of the site presents significant benefits, which would outweigh the impacts, in accordance with the Aims and Purposes of the National Park.
- 3.2 Our clients broadly support the National Park Authority's promotion of the site through the revised Pulens Lane Development Brief. For example, with regards to appropriate landscape-led design, the new housing development would back onto the existing rear garden boundaries along Pulens Lane and Rother Close, which would maintain more legible and clearly defined public and private space, whilst improving connectivity across the local Public Right of Way (PROW) network.

Matter 10 – Issue relating to Specific Settlements

- 3.3 As set out under our previous representations, our clients remain concerned that the proposed amendment to the settlement boundary, as set out as part of the Settlement Boundary Review 2017, has been placed without the backing of sufficient evidence to



inform its position. It is recognised that an appropriate buffer should be established between new development and the river, however the amended boundary does not reflect this buffer, nor does it appear to reflect the National Park Authority's own development aspirations as set out in the Development Brief.

- 3.4 The National Park's Development Brief (November 2018) offers guidance on a developable area within the site, although this appears to extend beyond the position of the proposed settlement boundary. Our clients remain concerned that the settlement boundary amendment would place an unnecessary restriction on the delivery of housing without sufficient attention given to evidence relating to the site's constraints.
- 3.5 The settlement boundary could hinder the delivery of a high-quality design and layout for the north west section of the site, and therefore it is recommended that the settlement boundary is amended to reflect the constraints of the site, maintaining an appropriate buffer zone to the river to mitigate ecological or landscape impacts and flood risk.

Matter 11 – Issue relating to Individual Sites

SD89: Land at Pulens Lane, Sheet - Policy Changes and the Development Brief

- 3.6 The National Park Authority has proposed changes to policy SD89 under the Schedule of Main Modifications, dated 1st November 2018 in response to feedback from consultation on the Development Brief. The change is noted under paragraph 1 as follows:

Land at Pulens Lane, Sheet is allocated for the development of ~~30 to 32~~ 15 to 18 residential dwellings (class C3 use) and publicly accessible open space. Planning permission will not be granted for any other uses. ~~The National Park Authority will prepare a Development Brief to assist the delivery of the site.~~

- 3.7 The South Downs National Park Authority's Planning Committee resolved to approve a revised Development Brief in support of the site allocation and policy SD89 at a meeting held on 13 September 2018. The Development Brief sets parameters for the delivery of a residential scheme to reflect the reduced housing numbers under the amendments to policy SD89.



Density and Housing Numbers

- 3.8 Whilst our clients remain in agreement with the National Park Authority regarding the suitability of the site for allocation, they are nonetheless concerned with the proposed amendments to the policy, notably the reduction in the number of dwellings, from 32, to between 15 and 18. It is considered that the housing number has been reduced without sufficient regard to evidence or analysis of the site in order to justify the decision.
- 3.9 Troy Planning + Design has undertaken its own capacity work for the site, including a review of the constraints and other relevant policies within the Local Plan, in order to more precisely determine an appropriate density and number of housing units to be promoted (whilst also noting the wider site constraints). Two plans have been prepared setting out the Gross Site Area, Net Developable and Net Green Space calculations in support of the table below.
- 3.10 Version 1 sets out the developable area on the basis of the original allocation, as per the March 2018 Development Brief, and Version 2 shows the developable area based on the revised Development Brief (November 2018). The accompanying plans are set out as **Appendix 1** and **2** of the PS.

Version 1 – March '18 DB	Area / Ha
Site Boundary	3.569
Gross Site within proposed settlement boundary extension	2.866
Net Residential Developable area	1.475
Net Green Space	2.094
Net:Gross Ratio (within total site area)	41%
Net Residential Density (dph) @ 18-units	12.2dph
Net Residential Density (dph) @ 32-units	21.7dph

Version 2 – November '18 DB	Area / Ha
Site Boundary	3.569
Gross Site within proposed settlement boundary extension	2.866
Net Residential Developable area	1.212
Net Green Space	2.357
Net: Gross Ratio (within total site area)	34%
Net Residential Density (dph) @ 18-units	14.9dph
Net Residential Density (dph) @ 32-units	26.4dph

Figure 1. Pulens Lane Site Capacity tables to conform with plans at Appendix 1 and 2



- 3.11 The capacity work highlights that the higher housing figure is acceptable at the site, applying an appropriate density, having regard to a recent permission for residential development on land at Farnham Road, Sheet (application SDNP/16/06381/FUL which was supported by Officers and the Design Review Panel). The capacity work has been informed by other relevant policies within the Local Plan.
- 3.12 A key component of the site allocation is the delivery of publicly accessible open space, which will require as part of any future planning application, measures to secure and maintain landscape and ecological enhancements.
- 3.13 The calculations demonstrate that within both Development Briefs extremely generous reductions are made to arrive at the 'net residential developable area' compared to the 'red line' boundary of the site (to between 34% and 40%). Taking account of this the resulting net residential densities to provide 32-units (even under the November 2018 Development Brief scenario) appear acceptable and achievable within the site. It is important that the delivery of landscape and ecological enhancements remains viable in the context of the proposed housing provision.
- 3.14 In relation to the proposed settlement boundary it is relevant to note that the Council's evidence base explaining the proposed approach to Policy SD89 in the Pre-Submission Plan (see pp.21 of TSF-05) explains this was chosen to reflect '*the part of the allocation proposed as built up area*'. Demonstrably it is not the case that under any calculation all of the area inside the amended boundary would be built upon. Some areas will represent non-residential elements (e.g. site roads and infrastructure) but more significant areas will provide 'non-built' features such as open space. There is nevertheless an acknowledgment that that allocation incorporates 'non-developable' areas outside the 'built area' that will nonetheless complement and contribute to an overall scheme for sustainable development.
- 3.15 The Development Brief process has somewhat confused this situation by indicating that part of the net residential developable area falls outside the proposed adjustment to the settlement boundary. Generally, this adds weight to be rationale to amend the



settlement boundary in accordance with the overall area of the allocation. In any event, acceptable outcomes at 32-units can be achieved even if this small area outside the proposed boundary adjustment was excluded.

- 3.16 To be clear, our clients are committed to the principles of the allocation and delivering benefits through the use of land within the allocation boundary, even where this is excluded from the proposed amendments to the settlement boundary. For example, this includes improvements to public access, opening up river frontage, a long-term management plan for the woodland and meadow, and enhancing ecological networks. Our capacity analysis regarding the parameters for development demonstrates that these principles are consistent with a capacity for around 32-units as published in the Pre-Submission version of the Local Plan.

Highways and Access

- 3.17 The Pulens Lane Residents Action Group has raised concerns regarding the suitability of the access to the site, arguing that allocation is not deliverable because development requirement i) of policy SD89 cannot be fulfilled: *"Safe vehicular access and egress should be provided (including during flooding)"*.
- 3.18 It is important to consider the deliverability of the site in the context of previous planning applications for the site. Highways survey and design work was undertaken with planning permission granted for alterations and the upgrading of the access road in 2013 (reference SDNP/13/04649/FUL – see **Appendix 3**). An additional strip of land adjoining no. 18 was acquired by the site owners in order to provide a suitable access arrangement including right of way for pedestrians.
- 3.19 Additional surface water, access and footway details were discharged by condition under application SDNP16/05056/DCOND (see **Appendix 4**). A subsequent Certificate of Existing Lawful Development was granted in 2016, under reference SDNP/16/05916/LDP, confirming the lawful commencement of works granted in 2013 (see **Appendix 5**). These works remain lawful and are capable of being implemented in full.



- 3.20 Application SDNP/16/02854/FUL (see **Appendix 6**) was submitted for the provision of five two storey detached dwellings with garages, access road and landscaping after demolition of an existing dwelling and former riding school buildings. An access design drawing was prepared by Paul Basham Associates. Hampshire County Council Highways raised no objection to the proposal on the grounds of access or highway safety, noting that the highway improvements *would result in the access being in accordance with the Manual for Streets and [be] considered acceptable by the Highway Authority to serve the additional dwellings.*
- 3.21 Extensive highways design work has been undertaken by Paul Basham Associates. Subject to the implementation of the improvements to the access (as per SDNP/16/05916/LDP) we consider that the site could achieve capacity for up to 10 residential units, subject to approval by the Highways Authority. Therefore, in access and highways terms, we note that the site can facilitate an immediately deliverable quantity of dwellings.
- 3.1 A highways pre-application was completed with Hampshire County Council whereby a revised access design was provided along with a Pre-Application Scoping Note prepared to support a scheme of up to 32 residential units. As part of this work, it was established that further land would be required from 18 Pulens Lane to provide a 2m footway along Pulens Lane with a 4.8m carriageway. Following the pre-app PBA received confirmation that Hampshire Highways agreed to the revised access in principle for this number of units. The PBA report is attached as **Appendix 7**.
- 3.2 The preapplication outlines our client's commitment to securing access improvements, and our clients continue to pursue options, having already engaged in discussions with the adjoining land owners. Therefore, it is both realistic and achievable within the period of the Local Plan to see the delivery of up to 32 new dwellings at the site.

Settlement and red line boundary

- 3.3 As referenced above, the proposed extension to the Sheet settlement boundary divides the developable area which is set out in the Development Brief. It excludes part of the



acceptable developable area and includes an area which is within the recommended 60m buffer.

- 3.4 Our clients consider that the red line boundary should include all land within their ownership, including the bungalow to the North. The inclusion of this site would promote a more cohesive design approach, which could see the demolition of the bungalow (in close proximity to the River Rother and affecting the setting of the nearby Listed Building), and the construction of a new replacement dwelling further away from the river. This in turn, would improve the visual aspect from the vehicular and pedestrian approach, as well as securing benefits to the setting of the adjoining Listed Building.

Buffer zone to the river

- 3.5 An increased buffer zone is proposed, ranging from 10m to 60m from the north west to south east points along the river boundary. It is understood that the river buffer revision was made on the basis of professional judgement by South Downs National Park Authority officers, following further consultation to the Development Brief. Whilst it remains imperative to provide safeguards to the river corridor it remains unclear what evidence is given to support the final figure of a 60 metre buffer, we note the representations of the Environment Agency stating that a 20 metre buffer is appropriate between the floor zone and the edge of the proposed settlement boundary.
- 3.6 Noting the concerns previously raised by South Downs National Park Authority and stakeholders on the 2016 application, the site has the River Rother (SINC/SNCI) along its length. With the 2016 scheme, it was highlighted by the Landscape Officer that the provision of *private gardens along it's [the river's] banks will increase the risk of invasive/non-native species being introduced into the river corridor and will also prohibit the creation of conservation land management principles along the river corridor being adopted.*
- 3.7 The landowners support an appropriately scaled buffer zone which should be included within the red line of a development scheme to promote a long term management plans



for the pasture and marsh as Biodiversity Action Plan (BAP) habitat. This would ensure that the benefits of the site are maximised through comprehensive development.

- 3.8 The points of objection to the previous scheme are no longer relevant, given that the National Park Authority has provided a Development Brief.

Footpath and rights of way

- 3.9 An indicative line is shown in the Development Brief, which seeks to maintain a clearance from the river corridor, by locating the footpath close to the rear gardens of existing properties. As noted by the Landscape Officer under the 2016 application, there is a *highly desirable connection (which could be made in the life of the Local Plan) between this site and the Rotherways Nature Reserve to the south which would add considerably to the local enjoyment of the River Rother corridor and connections towards the Tarot Leisure Centre, the local government offices at Penns Place and onwards into Petersfield itself*. The site allocation promotes a key opportunity to enhance connectivity of the existing public rights of way, which if designed carefully, would promote access to and the enjoyment of areas of lower sensitivity and discourage public access to areas of greater sensitivity.

4 Conclusions

- 4.1 Our clients remain supportive of the South Downs National Park Authority in determining a strong principle for residential development under the Strategic and Site Specific Policies in the Local Plan.
- 4.2 However, the site allocation as it stands, following post-submission changes, suggests a capacity for development that we regard as too low, not justified and therefore unsound; and reiterates our concern on whether the Settlement Boundary proposed is effective. We have sought to clarify through this PS a more accurate estimate of the site's development capacity with an effective settlement boundary, whilst ensuring appropriate landscape and ecological protections and enhancements can be secured.
- 4.3 The further appraisal work of the site constraints and potential development capacity illustrate that it is possible to deliver a residential scheme of up to 32 units. Therefore, it

Troy Planning + Design (on behalf of Land Owners at Pulens Lane, Sheet)
Position Statement – Matters 7, 10 and 11 (Week 2)
Respondent Number: 251



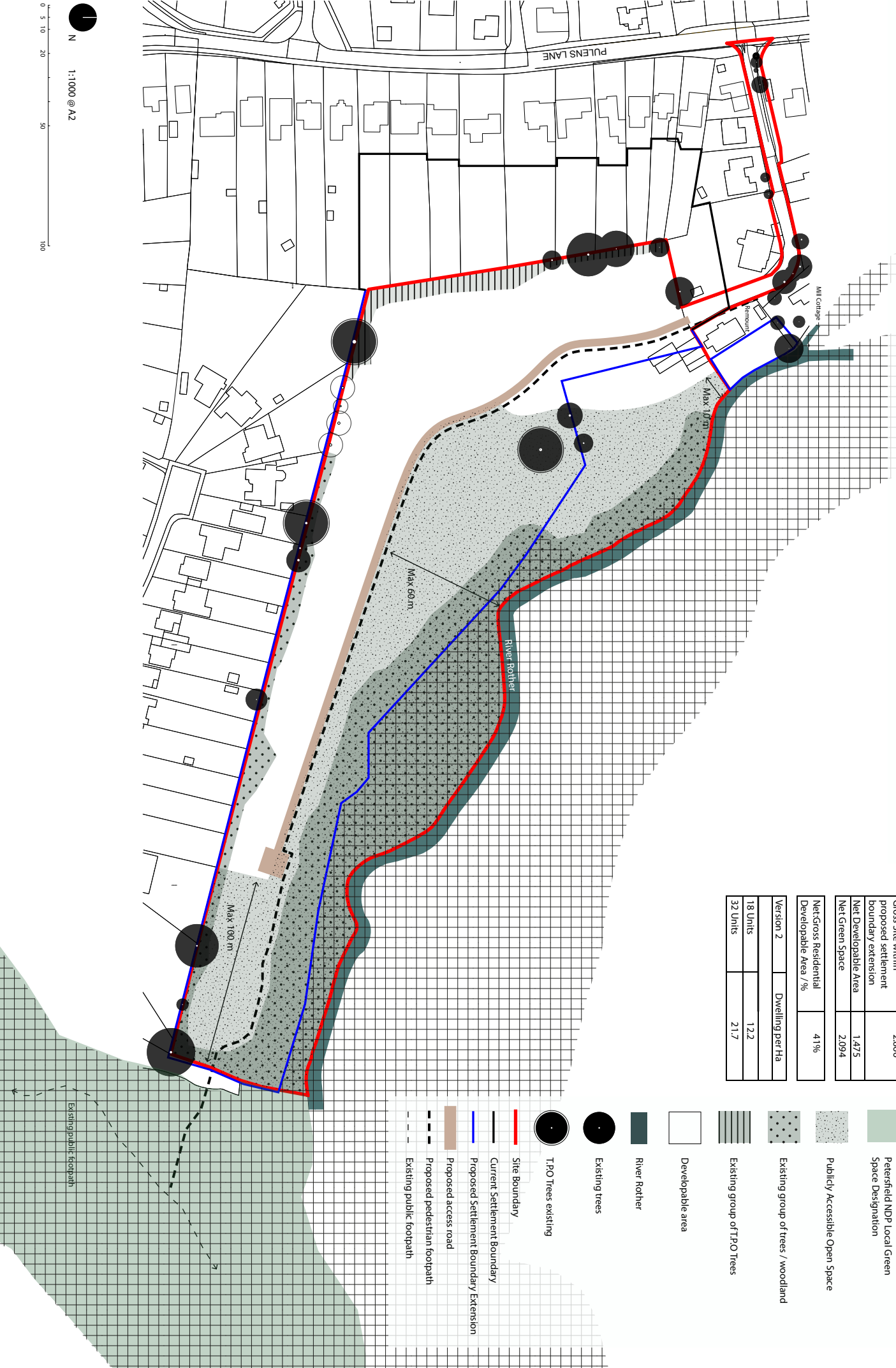
is respectfully requested that the Inspector seek amends to the policy SD89 to support a higher deliverable housing figure.

Appendix 1

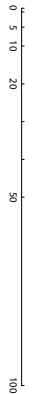
Supporting Plan - March 2018 Development Brief

Outline of Development Parameters, Net Developable Areas and Resulting Net Residential Density Based on March 2018 Development Brief

Including parameters set by the supporting Development Brief, Petersfield NDP and emerging South Downs Local Plan Policy



N
1:1000 @ A2



Areas

Version 2	Area / Ha
Site Boundary	3.569
Gross Site within proposed settlement boundary extension	2.866
Net Developable Area	1.475
Net Green Space	2.094
Net:Gross Residential Developable Area / %	4.1%

Version 2	Dwelling per Ha
18 Units	1.22
32 Units	21.7

Legend

- Local Nature Conservation Designation SD9
- Petersfield NDP Local Green Space Designation
- Publicly Accessible Open Space
- Existing group of trees / woodland
- Existing group of TPO Trees
- Developable area
- River Rother
- Existing trees
- TPO Trees existing
- Site Boundary
- Current Settlement Boundary
- Proposed Settlement Boundary Extension
- Proposed access road
- Proposed pedestrian footpath
- Existing public footpath

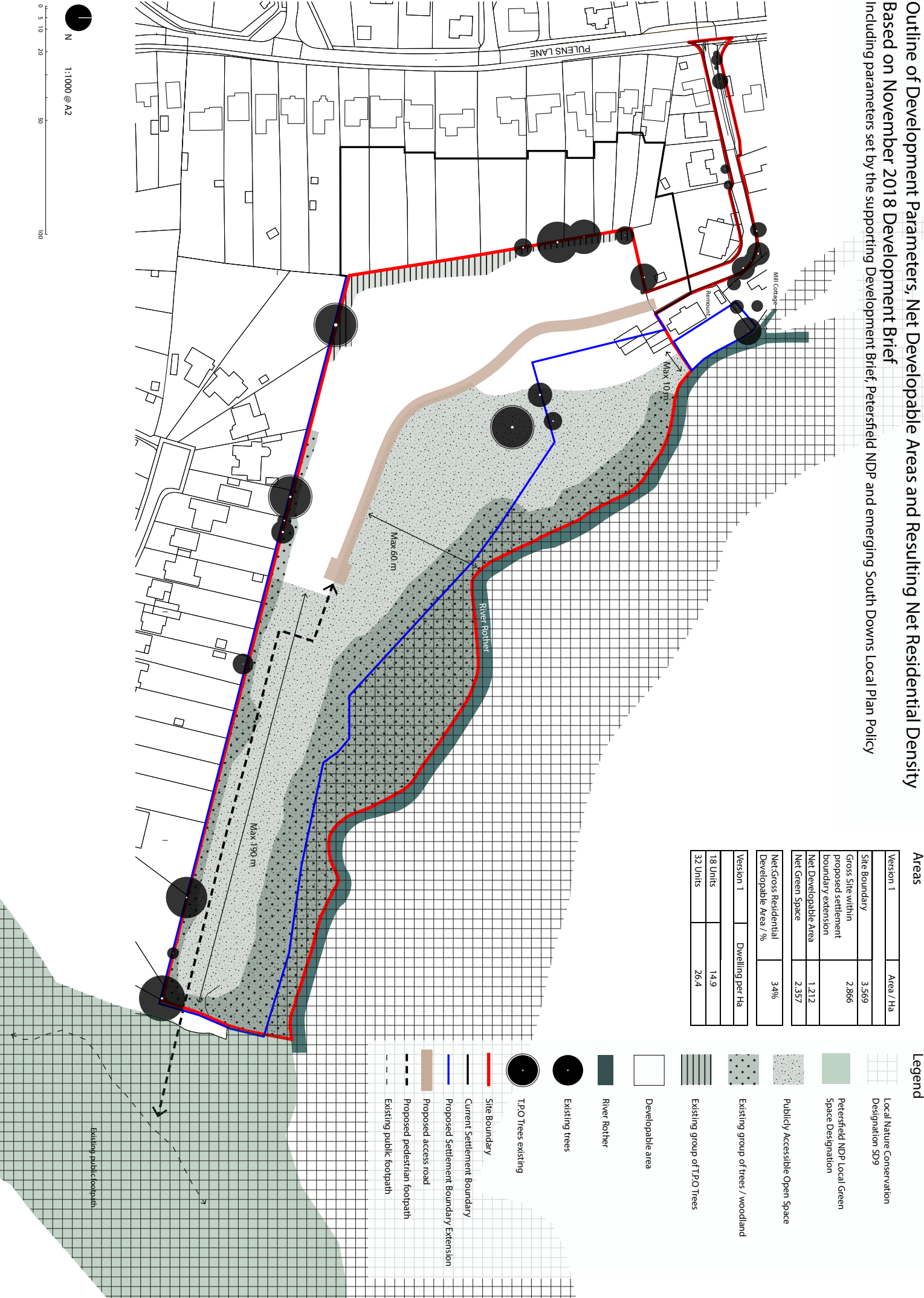
Appendix 2

Supporting Plan - November 2018 Development Brief

Outline of Development Parameters, Net Developable Areas and Resulting Net Residential Density

Based on November 2018 Development Brief

Including parameters set by the supporting Development Brief, Petersfield NDP and emerging South Downs Local Plan Policy



Areas

Version 1	Area / Ha
Site Boundary	3,569
Gross Site within proposed settlement boundary extension	2,866
Net Developable Area	1,212
Net Green Space	2,357
NetGross Residential Developable Area / %	34%

Version 1	Dwelling per Ha
18 Units	14.9
32 Units	26.4

Legend

- Local Nature Conservation Designation SD9
- Petersfield NDP Local Green Space Designation
- Publicly Accessible Open Space
- Existing group of trees / woodland
- Existing group of TPO Trees
- Developable area
- River Rother
- Existing trees
- TPO Trees existing
- Site Boundary
- Current Settlement Boundary
- Proposed Settlement Boundary Extension
- Proposed access road
- Proposed pedestrian footpath
- Existing public footpath

Appendix 3 – 13/04649/FUL

Relevant Documents

Mr I Ellis
 Southern Planning Practice Ltd
 Youngs Yard Churchfields
 Twyford
 Winchester
 Hampshire
 SO21 1NN

✓
 RF
 CF
 —

TOWN AND COUNTRY PLANNING ACT 1990

Town and Country Planning (Development Management Procedure) (England) Order 2010

Application No: SDNP/13/04649/FUL

Proposal: Alterations to and upgrade of access road (as amended by plans received 12/11/2013)

Site Address: Driveway to Remount, Pulens Lane, Petersfield, Hampshire, GU31 4DB,

GRANT OF PLANNING PERMISSION

In pursuance of its powers under the above mentioned Act, the South Downs National Park Authority as the Local Planning Authority hereby **GRANTS** Planning Permission for the above development in accordance with the plans and particulars submitted with your application received on 4 October 2013 for the following reason/s:-

Reasons for Granting Permission

The proposal is considered acceptable as it will not significantly impact upon the safety of the highway, would not detract from the character and appearance of the area, would accord with the purposes of the South Downs National Park and would be in compliance with the relevant policies of the East Hampshire District Local Plan: Second Review.

This permission is subject to the following conditions:-

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason - To comply with the provisions of Section 91 (1) of the Town and Country Planning Act 1990 (as amended). / To comply with Section 51 of the Planning and Compulsory Purchase Act 2004

2. No development shall start on site until details of a scheme to prevent surface water from the site discharging on to the adjacent highway have been submitted to and approved in writing by the Planning Authority. The development works shall be carried out in accordance with the approved details before any part of the development is occupied and shall be retained thereafter.

Reason - To ensure adequate provision for surface water drainage and avoid discharge of water onto the public highway.

3. No development shall start on site until the access, including the footway and/or verge crossing shall be constructed and lines of sight of 2.4 metres by 43 metres provided in accordance with the approved plans. The lines of sight splays shown on the approved plans shall be kept free of any obstruction exceeding 1 metre in height above the adjacent carriageway and shall be subsequently maintained so thereafter.

Reason - To provide satisfactory access and in the interests of highway safety.

4. Notwithstanding any indication of materials that may have been given in the application or in the absence of such information, no development shall start on site until samples / details including manufacturers details of all the materials to be used for the road surfacing have been submitted to and approved in writing by the Planning Authority. The development works shall be carried out in accordance with the approved details.

Reason - To ensure that the materials used in the construction of the approved development harmonise with the surroundings.

5. The development hereby permitted shall be carried out in accordance with the plans listed below under the heading "Plans Referred to in Consideration of this Application".

Reason - For the avoidance of doubt and in the interests of proper planning.

Plans Referred to in Consideration of this Application

The following plans and documents were considered when making the above decision:

Plan Type	Reference	Version	Date on Plan	Status
Application Form				Approved
Location Plan	SD/EH/209/I E-001			Approved
Noise Impact Assess/Sound Insulation				Approved
Design and Access Statement				Approved
Block Plans	SD/EH/209/I E-002			Approved
Visibility Splay	SD/EH/209/I E-004			Approved
Proposed Floor Plans	SD/EH/209/I E-003	SK1	12.11.2013	Approved

INFORMATIVE NOTES

These are advice notes to the applicant and are not part of the planning conditions

1 In reaching this decision the local planning authority has worked with the applicant in a positive and proactive way, in line with the NPPF.


TIM SLANEY

Director of Planning

South Downs National Park Authority

29 November 2013



Working in Partnership



NOTES TO APPLICANTS / AGENTS

Fees for discharge of planning conditions

Fees apply for the submission for any consent, agreement or approval that are required by a planning condition. The fee chargeable is £97 per request or £28 where the related permission was for extending or altering a dwelling house or other development in the curtilage of a dwelling house. **The fee is payable for each submission made regardless of the number of conditions it is seeking to discharge.**

A fee is payable for conditions related to planning permissions and reserved matter applications only. A fee is not required for conditions attached to listed building consents and conservation area consents. The requirement to make this charge is set out in Government Circular 04/2008.

You may wish to use the standard form to accompany your submission, or set out your requests in writing, clearly identifying the relevant planning application and condition(s) which you seek to discharge or seek approval for. Forms & guidance notes are available on the South Downs National Park Authority website, www.southdowns.gov.uk.

Non Material Amendments

There is an application form for the submission of Non Material Amendments to approved plans. Forms & guidance notes are available on the South Downs National Park Authority website, www.southdowns.gov.uk.

The fee chargeable is currently £195 per request, or £28 where the related permission was for extending or altering a dwelling house or other development in the curtilage of a dwelling house.

Appeals to the Secretary of State

If you are aggrieved by the decision of your local planning authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State under section 78 of the Town and Country Planning Act 1990.

If you want to appeal against your local planning authority's decision then you must do so within **6 months** of the date of this notice.

Appeals must be made using a form which you can get from the Planning Inspectorate at Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 6PN or online at www.planningportal.gov.uk/pcs.

The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.

The Secretary of State need not consider an appeal if it seems to him that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

In practice, the Secretary of State does not refuse to consider appeals solely because the local planning authority based their decision on a direction given by him.

As from 6 April 2010 if an enforcement notice has been served in the previous 2 years you will have only 28 days in which to lodge the appeal following the refusal. Equally, if an enforcement notice is served after the refusal it will truncate the period for lodging the appeal against the refusal of planning permission to 28 days after the enforcement notice has been served.

Purchase Notices

If either the local planning authority or the Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the Council (District Council, London Borough Council or Common Council of the City of London) in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.

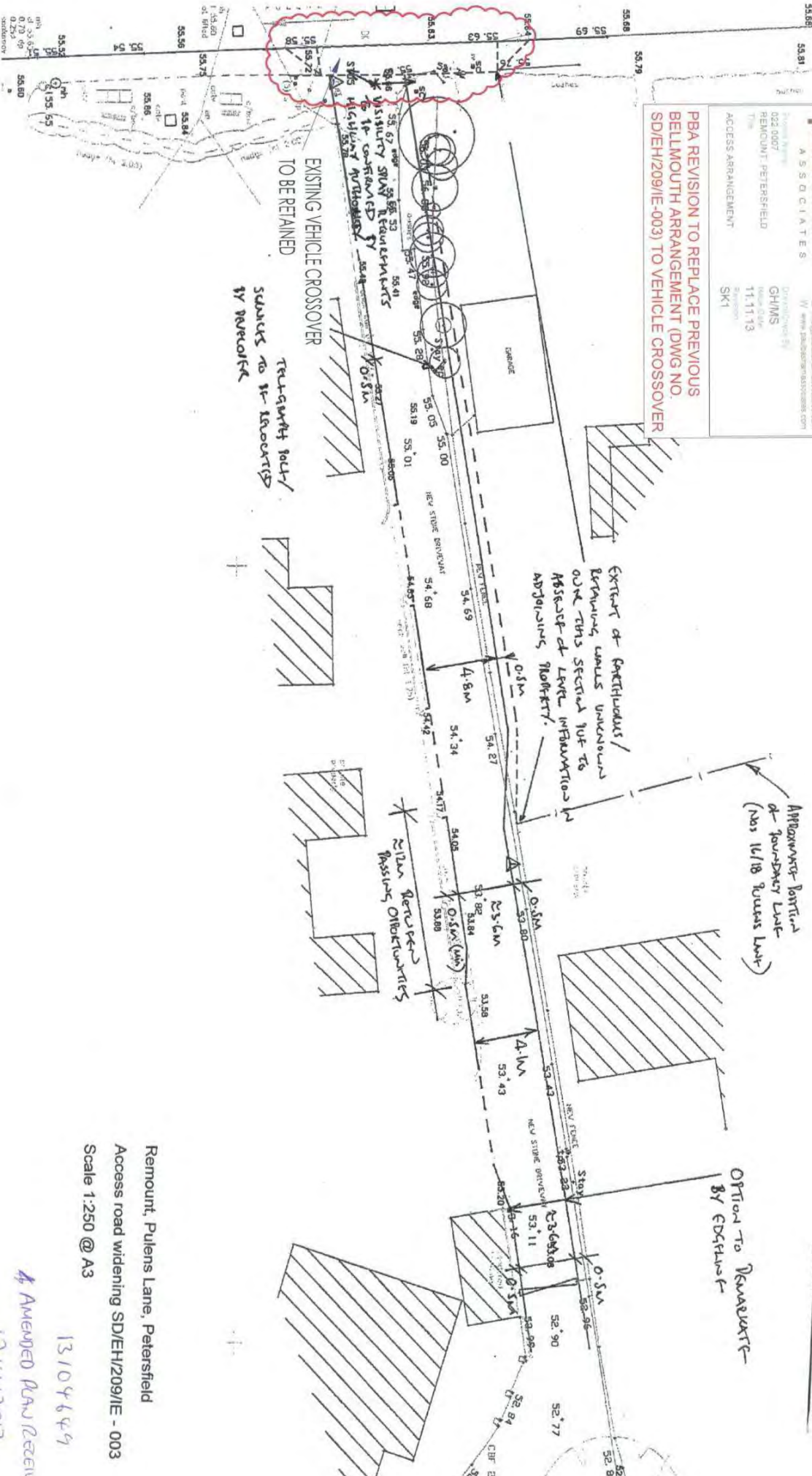


Paulbusham
ASSOCIATES

Company No: 022 0007
Remount, Petersfield
Tel: 01703 23 8045
Fax: 01703 23 8045
Email: info@paulbusham.co.uk
Web: www.paulbusham.co.uk

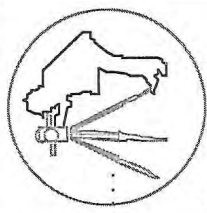
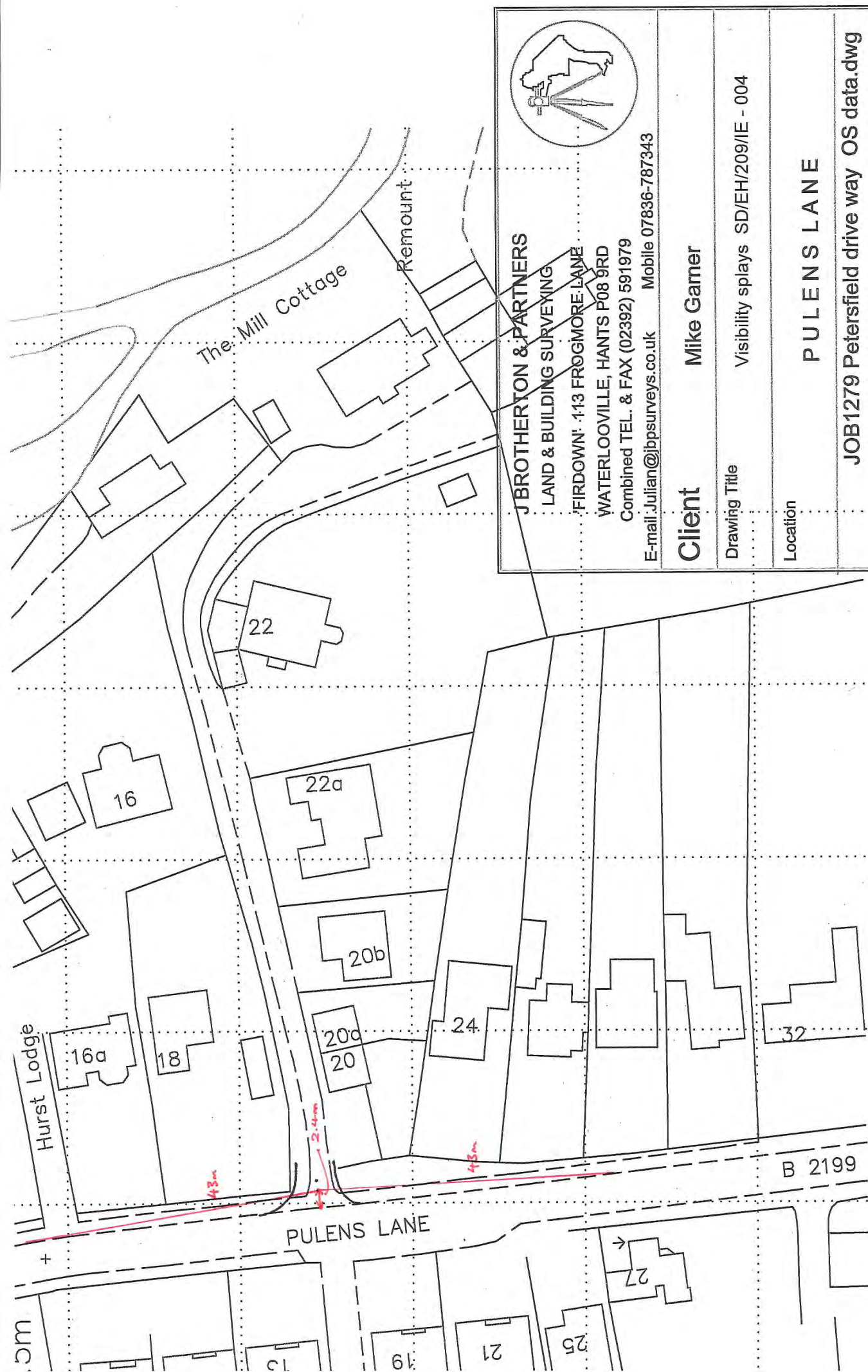
**PBA REVISION TO REPLACE PREVIOUS
BELMOUTH ARRANGEMENT (DWG NO
SD/EH/209/E-003) TO VEHICLE CROSSOVER**

EAST HAMPSHIRE DIST. COUNCIL
PERMISSION GRANTED
29 NOV 2013
SUBJECT TO CONDITIONS



Remount, Pulens Lane, Petersfield
Access road widening SD/EH/209/E - 003
Scale 1:250 @ A3

13/10/2013
12/11/2013
4 Amended Plan Received



J BROTHERTON & PARTNERS
 LAND & BUILDING SURVEYING
 'FIRDOWN' 113 FROGMORE LANE
 WATERLOOVILLE, HANTS PO8 9RD
 Combined TEL. & FAX (02392) 591979
 E-mail: Julian@jbsurveys.co.uk Mobile 07836-787343

Client

Mike Garner

Drawing Title

Visibility splays SD/EH/209/IE - 004

Location

PULENS LANE

JOB1279 Petersfield drive way OS data.dwg

SCALE

1:500

Date

20TH July 2012

Appendix 4 – 16/05056/DCOND

Relevant Documents

Miss Jessica Lloyd		Our Ref:	SDNP/16/05056/DCOND
Paul Basham Associates		Contact Officer:	Lisa Gill
Lancaster Court	Tel. No.:	01730 234235	
8 Barnes Wallis Road			
Segensworth			
Fareham			
Hampshire			
PO15 5TU			

3rd November 2016

Dear Sir/Madam

Town and Country Planning Act 1990 (as amended)

**Town and Country Planning (Development Management Procedure) (England)
Order 2015**

Application for Discharge of conditions SDNP/16/05056/DCOND	
Proposal:	Discharge of Condition 2, 3 & 4 for original Planning Application 13/04649/FUL - Alterations to and upgrade of access road (as amended by plans received 12/11/2013)
Location:	Driveway to Remount (Stocklands) Pulens Lane Petersfield Hampshire GU31 4DB

The Authority has considered your application, and I can confirm the following condition(s) have been discharged subject to satisfactory implementation and in accordance with the approved plans:

0. Discharge of Conditions 2,3 and 4.

Surface water details as per plan nos. 022.0016.001 and 022.0016.004, submitted on 12/10/16.

Access and footway details as per plan nos. 022.0016.001 and 022.0016.004, submitted on 12/10/16.

Material details as per plan no. 022.0016.004, submitted on 12/10/16.

Compliance with conditions 2,3 and 4 insofar as submission and approval of details.

Discharged date - 28th October 2016

0.

Discharged date - 28th October 2016

0.

Discharged date - 28th October 2016

The discharge of conditions shall be carried out in accordance with the approved plans/ details listed in the schedule below.

INFORMATIVE NOTES

These are advice notes to the applicant and are not part of the planning conditions:

1. Crime and Disorder Implications

It is considered that the proposal does not raise any crime and disorder implications.

2. Human Rights Implications

This planning application has been considered in light of statute and case law and any interference with an individual's human rights is considered to be proportionate to the aims sought to be realised.

3. Equality Act 2010

Due regard has been taken of the South Downs National Park Authority's equality duty as contained within the Equality Act 2010.

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Plans Referred to in Consideration of this Application

There were no plans submitted for this application.

This letter constitutes a legal document which should be regarded as an addendum to the original planning application.

If you have any queries or require further information, please do not hesitate to contact the Case Officer.

Yours faithfully

TIM SLANEY

Director of Planning
South Downs National Park Authority

29 NOV 2013
SUBJECT TO CONDITIONS

OPTION TO RENOVATE
BY EXISTING

Alternative Position
of Boundary Line
(Not 16/18 Street Line)

Extent of Particulars/
Remaining works unknown
due to this section put to
Assess of Local Information
adjoining property.

Will remain
existing

EXISTING VEHICLE CROSSOVER
TO BE RETAINED

RELOCATED TO
BE LOCATED
BY RELOCATED

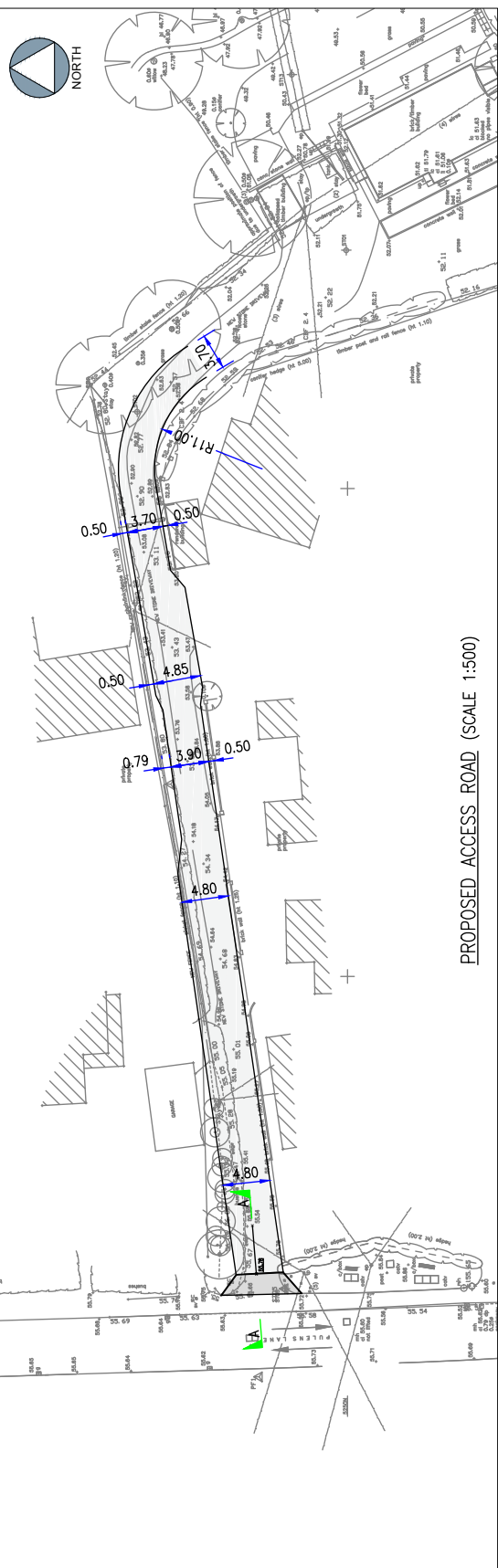
paulbusham
PBA REVISION TO REPLACE PREVIOUS
BELLMOUTH ARRANGEMENT (DWG NO.
SD/EH/208/E-003) TO VEHICLE CROSSOVER

Remount, Pulens Lane, Petersfield
Access road widening SD/EH/208/E - 003
Scale 1:250 @ A3

13/04/2013
A. AMERSON (A. AMERSON)

GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
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6. WHILST BOUNDARY TREATMENT HAS BEEN SHOWN FOR INDICATIVE PURPOSES. FINAL TREATMENT TO BE AGREED IN DETAILED DESIGN STAGES



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CDM Regulations 2015 : Reg. 9

None of the below is deemed to relieve any contractor of his obligations under all applicable health and safety legislation.

In preparing the design shown on this and related drawings Paul Basham Associates has considered and, where reasonably practicable, eliminated foreseeable risks. Any further abnormal or unusual risks, which remain, are numbered below and identified thus **A** and should be given particular attention by all those carrying out construction or future maintenance works.

1. Abnormal or unusual risks
- 2.
- 3.



Project Name STOCKLANDS, PULENS LANE PETERSFIELD		Title PROPOSED ACCESS ARRANGEMENT		Client Paul Basham Associates Ltd Lancaster Court 8 Barnes Wallis Road Farnham Hampshire PO18 5TU T +44 (0) 1489 668134 E info@paulbashamassociates.com W www.paulbashamassociates.com		Checked By MS		Checked Date 18.05.16	Scale 1:500	(AT A3 SIZE)	
Project Phase PRELIMINARY				 paulbasham ASSOCIATES		Drawn By EK		Drawn Date 17.05.16	Client Drawing No. -	PBA Drawing No. 022.0016.001	Revision -

Appendix 5 – 16/05916/LDP

Relevant Documents

Mr Michael Garner 1 Longacre Close		Our Ref:	SDNP/16/05916/LDP
Liss		Contact Officer:	Lisa Gill
GU33 7UZ	Tel. No.:	01730 234235	
		16th February 2017	

**Town and Country Planning Act 1990 Section 191 (as amended)
Town and Country Planning (Development Management procedure) (England) Order
2015**

CERTIFICATE OF LAWFUL USE OR DEVELOPMENT (EXISTING)

The South Downs National Park Authority hereby certify that on 25th November 2016 the **use/operations/matter** described in the First Schedule to this Certificate in respect of the land specified in the Second Schedule to this Certificate and **DELINEATED** on the plan attached to this Certificate, **is lawful** within the meaning of Section 191 of the Town and Country Planning Act 1990 (as amended).

First Schedule

Certificate of Lawful Development for existing commencement of works

Second Schedule

Remount , Pulens Lane, Petersfield, GU31 4DB as outlined in red on the attached plan.

INFORMATIVE NOTES

These are advice notes to the applicant and are not part of the planning conditions:

1. Crime and Disorder Implications

It is considered that the proposal does not raise any crime and disorder implications.

2. Human Rights Implications

This planning application has been considered in light of statute and case law and any interference with an individual's human rights is considered to be proportionate to the aims sought to be realised.

3. Equality Act 2010

Due regard has been taken of the South Downs National Park Authority's equality duty as contained within the Equality Act 2010.

4. In reaching this decision the local planning authority has worked with the applicant in a positive and proactive way, in line with the NPPF.

Plans Referred to in Consideration of this Application

The application has been assessed and recommendation is made on the basis of the

following plans and documents submitted:

Plan Type	Reference	Version	Date on Plan	Status
Application Form -			09.12.2016	Approved
Application Documents - email to Mr Garner			09.12.2016	Approved
Application Documents - copy of Decision 16/05056/DCOND			09.12.2016	Approved
Application Documents - copy of decision 13/04649/FUL			09.12.2016	Approved
OS Extract - Location plan	SD/EH/209/IE 101		09.12.2016	Approved
Plans - Proposed access arrangement and cross sections	022.0016.004		09.12.2016	Approved
Plans - Proposed access arrangement	022.0016.001		09.12.2016	Approved

Reasons: For the avoidance of doubt and in the interests of proper planning.

Yours faithfully

TIM SLANEY
Director of Planning
South Downs National Park Authority

Date: 16th February 2017

NOTE:

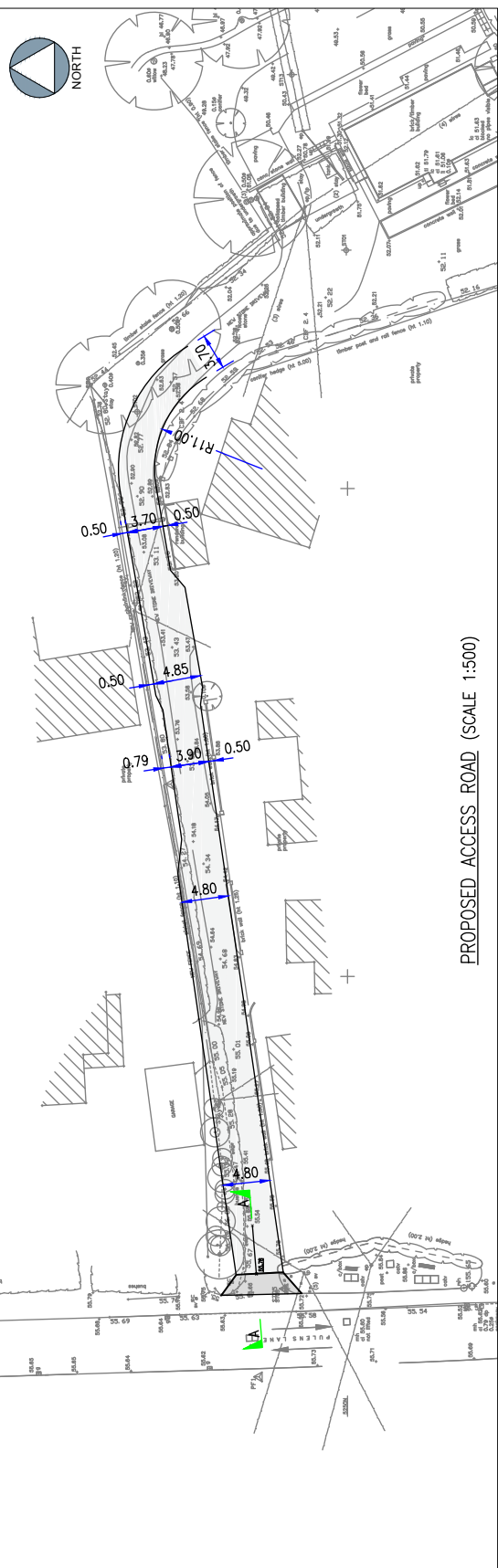
1. This Certificate is issued solely for the purpose of Section 191/192 of the Town and Country Planning Act 1990 (as amended).
2. It certifies that the use/operations/matter specified in the First Schedule taking place on the land described in the Second Schedule was/would have been lawful, on the specified date and, thus not/would not have been liable to enforcement action under Section 172 of the 1990 Act on that date.
3. This Certificate applies only to the extent of the use/operations/matter described in the First Schedule and to the land specified in the Second Schedule and identified on the attached plan. Any use/operations/matter which is materially different from that described or which relates to other land may render the owner or occupier liable to enforcement action.
4. The effect of the Certificate is also qualified by the provision in Section 192(4) of the 1990 Act, as amended, which states that the lawfulness of a described use or operation is only conclusively presumed where there has been no material change, before the use is instituted or the operations begun, in any of the matters relevant to determining such lawfulness.

Schedule 2

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. South Downs National Park Authority, Licence No. 100050083 (2012) (Not to scale).

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6. WHILST BOUNDARY TREATMENT HAS BEEN SHOWN FOR INDICATIVE PURPOSES. FINAL TREATMENT TO BE AGREED IN DETAILED DESIGN STAGES



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CDM Regulations 2015 : Reg. 9

None of the below is deemed to relieve any contractor of his obligations under all applicable health and safety legislation.

In preparing the design shown on this and related drawings Paul Basham Associates has considered and, where reasonably practicable, eliminated foreseeable risks. Any further abnormal or unusual risks, which remain, are numbered below and identified thus **A** and should be given particular attention by all those carrying out construction or future maintenance works.

1. Abnormal or unusual risks
- 2.
- 3.



Appendix 6 – 16/02854/FUL

Relevant Documents

Mr Ian Ellis		Our Ref:	SDNP/16/02854/FUL
Youngs Yard		Contact Officer:	Victoria Corrigan
Churchfields	Tel. No.:	0300 3031053	
Twyford			
Winchester			
SO21 1NN		28th October 2016	

Dear Sir/Madam

TOWN AND COUNTRY PLANNING ACT 1990

Town and Country Planning (Development Management Procedure) (England) Order 2015

Proposal: **Five two storey detached dwellings with garages, access road and landscaping after demolition of existing dwelling and former riding school buildings**

Site Address: **Stocklands , Formerly Known As Remount, Pulens Lane, Petersfield, Hampshire, GU31 4DB**

Please find enclosed the Decision Notice in relation to the above application.

Yours faithfully

TIM SLANEY

Director of Planning

South Downs National Park Authority

Mr Ian Ellis Youngs Yard Churchfields Twyford Winchester SO21 1NN	
--	--

TOWN AND COUNTRY PLANNING ACT 1990
Town and Country Planning (Development Management Procedure)
(England) Order 2015

Application No: SDNP/16/02854/FUL

Proposal: Five two storey detached dwellings with garages, access road and landscaping after demolition of existing dwelling and former riding school buildings

Site Address: Stocklands , Formerly Known As Remount, Pulens Lane, Petersfield, Hampshire, GU31 4DB

REFUSAL OF PLANNING PERMISSION

In pursuance of its powers under the aforementioned Act, the South Downs National Park Authority, as the Local Planning Authority, hereby **REFUSE** Planning Permission for the above development in accordance with the plans and particulars submitted with your application received on 15th June 2016 for the following reasons:

1. The application as been assessed and determined on the basis of the plans noted below.

Reason: For the avoidance of doubt and in the interests of proper planning.

2. The proposed development of five dwellings would predominantly be located outside of the settlement policy boundary of Sheet, which would result in an unjustified form of residential development in designated countryside. The proposal would therefore be contrary to policies CP10, CP19 and CP20 of the East Hampshire District Local Plan: Joint Core Strategy (2014), paragraph 55 of the NPPF (2012), the South Downs Partnership Management Plan (2013) and Purpose 1 of the National Park.
3. The proposed development constitutes dwellings located predominantly outside of the settlement policy boundary and does not constitute a rural exception scheme for affordable housing which addresses a local need. The proposed development is therefore contrary to policy CP14 of the East Hampshire District Local Plan: Joint Core Strategy (2014), the National Planning Policy Framework (2012), the English National Parks and the Broads: UK Government Vision and Circular 2010 and the statutory duty of a National Park.
4. The proposed development, by virtue of the proximity of the private gardens of the dwellings on plots 1 to 3 abutting the river corridor, would impact upon the setting of the river in this particularly natural location. This would result in an intrusion on the river corridor from domestic activity and a loss of intrinsic character due to the impacts of manicured gardens and associated garden paraphernalia. This would have a detrimental impact upon the National Park landscape. The proposed development would therefore be contrary to policies CP20, CP28 and CP29 of the East Hampshire District Local Plan: Joint Core Strategy (2014), the NPPF (2012) and Purpose 1 of the National Park.
5. The proposed dwelling on plot 1, by reason of its design, elevated location and proximity to Mill Cottage, would fail to preserve the setting of the listed building. The proposed dwelling on plot 1 would also fail to preserve the setting of other heritage assets on Old Mill Lane. The proposal would therefore be contrary to saved policy HE12 of the East Hampshire Local Plan: Second Review (2006), policies CP20 and CP30 of the East Hampshire District Local Plan: Joint Core Strategy (2014), the NPPF (2012) and the National Park Purposes.
6. Insufficient information has been submitted to satisfactorily demonstrate that the proposed development would not be harmful to protected species and how this could be appropriately mitigated. In addition, insufficient information has been submitted to demonstrate that the proposed development would not impact upon the ecology of the River Rother (as a designated SIN) given the proximity and topography of the proposed gardens of plots 1 to 3. In the absence of sufficient information, the proposal is contrary to policy CP21 of the East Hampshire District Local Plan: Joint Core Strategy (2014), the National Planning Policy Framework (2012), National Park Purposes, the South Downs Partnership Management Plan (2013) and the English National Parks and the Broads: UK Government Vision Circular 2010.
7. It has not been satisfactorily demonstrated to the National Park Authority that the proposed development would not prejudice the objectives of saved policy T5 of the East Hampshire District Local Plan: Second Review (2006) for the implementation of a recreational footpath along the River Rother to safeguard this

route. The proposed development would therefore be contrary to saved policy T5 of the East Hampshire District Local Plan: Second Review (2006), the NPPF (2012) and the National Park Purposes.

INFORMATIVE NOTES

These are advice notes to the applicant and are not part of the planning conditions:

1. Crime and Disorder Implications

It is considered that the proposal does not raise any crime and disorder implications.

2. Human Rights Implications

This planning application has been considered in light of statute and case law and any interference with an individual's human rights is considered to be proportionate to the aims sought to be realised.

3. Equality Act 2010

Due regard has been taken of the South Downs National Park Authority's equality duty as contained within the Equality Act 2010.

Plans Referred to in Consideration of this Application

The application has been assessed and recommendation is made on the basis of the following plans and documents submitted:

Plan Type	Reference	Version	Date on Plan	Status
Application Documents - Noise statement	DESIGN AND ACCESS STATEMENT		07.06.2016	Not Approved
Application Documents - Design and Access statement	PLANNING STATEMENT		07.06.2016	Not Approved
Application Documents - Planning statement	TRANSPORT STATEMENT		07.06.2016	Not Approved

Application Documents - Landscape and Visual Baseline Assessment checklist	TREE REPORT		07.06.2016	Not Approved
Application Documents - Tree report	FLOOD RISK ASSESSMEN T		07.06.2016	Not Approved
Application Documents - Flood Risk assessment	ECOLOGICA L APPRAISAL		07.06.2016	Not Approved
Application Documents - Landscape and Visual Impact Appraisal	LANDSCAPE AND VISUAL IMPACT		07.06.2016	Not Approved
Application Documents - Built Heritage Statement	BUILT HERITAGE STATEMENT		07.06.2016	Not Approved
Application Documents - Transport Statement	BAT SURVEY		18.08.2016	Not Approved
Application Documents - Ecological Appraisal and Bat Building Inspection - Letter	PROTECTED SPECIES WALKOVER		18.08.2016	Not Approved
OS Extract - Location plan Existing	P001		07.06.2016	Not Approved
OS Extract - Location plan Proposed	P002		07.06.2016	Not Approved
OS Extract - Previously developed land	SD/EH/209/ IE/101		07.06.2016	Not Approved
OS Extract - Proposed block plan	P003		07.06.2016	Not Approved
Plans - Proposed access arrangement	022.0016.001		07.06.2016	Not Approved

Plans - Vehicle tracking	022.0016.002		07.06.2016	Not Approved
Plans - Landscape strategy	1732-1001 05		07.06.2016	Not Approved
Plans - Proposed ground floor plan House 1	P010		07.06.2016	Not Approved
Plans - Proposed first floor plan house 1	P011		07.06.2016	Not Approved
Plans - Proposed roof plan house 1	P012		07.06.2016	Not Approved
Plans - Proposed west elevation house 1	P016		07.06.2016	Not Approved
Plans - Proposed east elevation house 1	P015		07.06.2016	Not Approved
Plans - Proposed south elevation house 1	P014		07.06.2016	Not Approved
Plans - Proposed north elevation house 1	P013		07.06.2016	Not Approved
Plans - Proposed ground floor plan house 3	P030		07.06.2016	Not Approved
Plans - Proposed first floor plan house 3	P031		07.06.2016	Not Approved
Plans - Proposed roof plan house 3	P032		07.06.2016	Not Approved
Plans - Proposed south elevation house 3	P034		07.06.2016	Not Approved
Plans - Proposed north elevation house 3	P033		07.06.2016	Not Approved

Plans - Proposed west elevation house 3	P036		07.06.2016	Not Approved
Plans - Proposed east elevation house 3	P035		07.06.2016	Not Approved
Plans - Proposed ground floor plan house 4	P040		07.06.2016	Not Approved
Plans - Proposed first floor plan house 4	P041		07.06.2016	Not Approved
Plans - Proposed north elevation house 4	P043		07.06.2016	Not Approved
Plans - Proposed south elevation house 4	P044		07.06.2016	Not Approved
Plans - Proposed west elevation house 4	P045		07.06.2016	Not Approved
Plans - Proposed east elevation house 4	P046		07.06.2016	Not Approved
Plans - Proposed roof plan house 4	P042		07.06.2016	Not Approved
Plans - Proposed ground floor plan house 2 & 5	P050		07.06.2016	Not Approved
Plans - Proposed first floor plan house 2 & 5	P051		07.06.2016	Not Approved
Plans - Proposed roof plan house 2 & 5	P052		07.06.2016	Not Approved
Plans - Proposed north elevation house 2 & 5	P053		07.06.2016	Not Approved
Plans - Proposed South elevation house 2 & 5	P054		07.06.2016	Not Approved

Plans - Proposed East elevation house 2 & 5	P055		07.06.2016	Not Approved
Plans - Proposed West elevation house 2 & 5	P 056		07.06.2016	Not Approved
Plans -	P102		26.07.2016	Not Approved
Application Documents -	ADDITIONAL ECOLOGICAL INFO		17.10.2016	Not Approved
Application Documents -	BAT SURVEY		17.10.2016	Not Approved
Application Documents -	BAT LICENCE APPLICATION		17.10.2016	Not Approved
Application Documents -	REPTILE SURVEY		17.10.2016	Not Approved

Reasons: For the avoidance of doubt and in the interests of proper planning.

TIM SLANEY

Director of Planning

South Downs National Park Authority

28th October 2016

Appendix 7 – PBA Scoping Report (PBA)



STOCKLANDS, PULENS LANE, PETERSFIELD

PRE-APPLICATION SCOPING NOTE

August 2017

Garner Group Holdings Ltd

RESIDENTIAL DEVELOPMENT
STOCKLANDS, PULENS LANE
PETERSFIELD

PRE-APPLICATION SCOPING NOTE

CONTROLLED DOCUMENT

PB-Associates Document No:		022.0016/PSN/1	
Status:	Original	Copy No:	
	Name	Signature	Date
Prepared by:	Jessica Lloyd	J.Lloyd	August 2017
Checked:	Mark Smith	Mark Smith	August 2017
PBA Approved:	Mark Smith	Mark Smith	August 2017

Revision Record

Rev.	Date	By	Summary of Changes	Chkd	Aprvd

Garner Group Holdings Ltd
Portsmouth Service Station
Portsmouth Road
Cosham
PO6 2SJ



Paul Basham Associates Ltd
Lancaster Court
8 Barnes Wallis Road
Fareham
Hampshire
PO15 5TU

RESIDENTIAL DEVELOPMENT
STOCKLANDS, PULENS LANE
PETERSFIELD

PRE-APPLICATION SCOPING NOTE

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3.	PROPOSED DEVELOPMENT	9
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5.	CONCLUSIONS AND FURTHER WORK.....	13

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- Figure 2 – PROW Map
- Figure 3 – Local Cycle Route
- Figure 4 – PIA Incidents

Tables

- Table 1 – Proposed Development Trip Generation
- Table 2 – Proposed Pedestrian Trip Generation
- Table 3 – EHDC Cycle Parking Standards

Appendices

- Appendix A – TRICS Output
- Appendix B – Proposed Access Arrangement

1. INTRODUCTION

- 1.1 This Pre-application Scoping Note (PSN) has been prepared by Paul Basham Associates (PBA) on behalf of Garner Group Holdings to support a pre-application submission for a residential development comprising approximately 30-32 residential units at Stocklands, Pulens Lane, Petersfield. The site location is demonstrated in **Figure 1**.

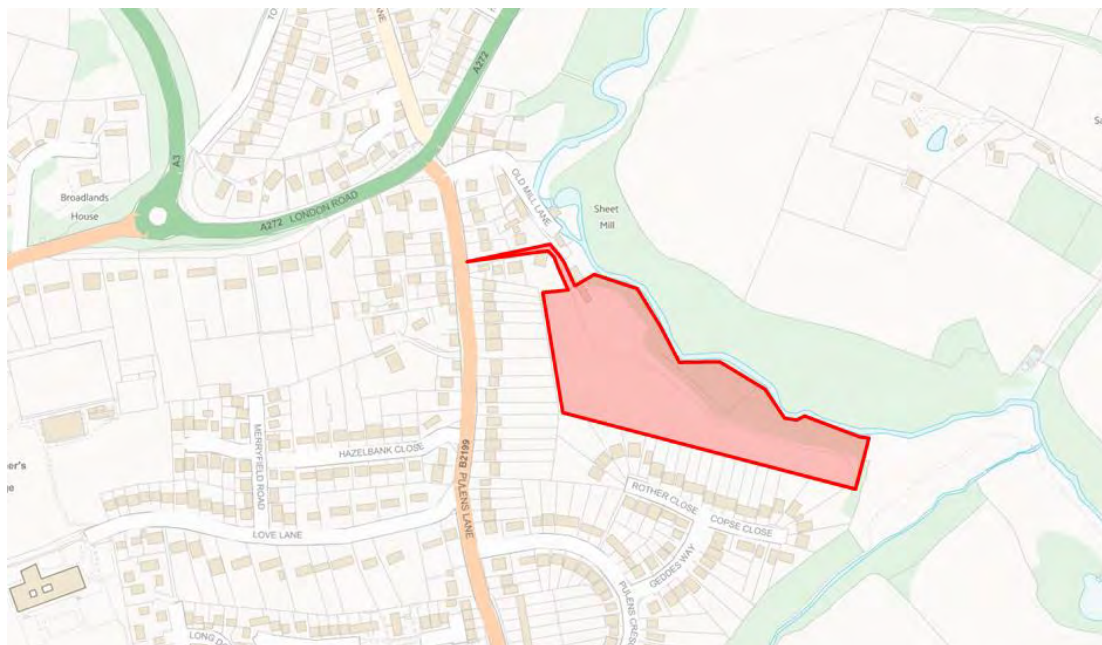


Figure 1: Site Location

- 1.2 Planning permission was granted in July 2012 to replace the existing dwelling on site (Remount) with a new dwelling (application ref: 12/00606), whilst alterations and an upgrade of the access road was also granted consent in November 2013 (application ref: 13/04649). The site was also subject to an application for five detached dwellings with garages (under planning application reference number: 16/02854/FUL) which was refused on planning policy grounds, but received no highways objection subject to conditions.
- 1.3 Since the above applications, the proposed development site has been draft allocated for housing in the South Downs National Park Authority (SDNPA) Local Plan Pre-submission Housing Allocation for 30-32 residential dwellings and publically accessible open space under Policy SD89: Land at Pulens Lane, Sheet. The SDNPA will also prepare a Development Brief to assist with the delivery of the site, although it is understood not to be available at this time. The policy also states that pedestrian and cycle access must be provided through the existing site access from Pulens Lane even if not utilised as a main vehicular access route with a publically accessible cycle and pedestrian route provided through the site to the eastern boundary.

1.4 The remaining sections of this PSN seek to identify the following principles and strategy for assessing the highways impact of the residential development:

- A summary of the site location and local road conditions;
- Review of Personal Injury Accident (PIA) data to inform access designs and any required off-site works and confirm scope of PIA assessment;
- Assessment of proposed access (vehicular and pedestrians); and
- Identification of likely trip generation associated with the site.

2. EXISTING CONDITIONS

Site and Surroundings

- 2.1 The development site is currently a single dwelling 'Remount' (**Photograph 1**) and a dilapidated commercial stable yard known as Stocklands (**Photograph 2**). The site is bordered to the north and west by residential dwellings, to the east by the River Rother and to the south by grassland.



Photograph 1: Remount



Photograph 2: Stocklands

- 2.2 The site is currently accessed via a long private driveway between 18 and 20 Pulens Lane (**Photograph 3**). Six properties utilise this driveway as their sole means of access (both vehicular and pedestrian).



Photograph 3: Access Road

- 2.3 Refuse collection has been observed as taking place on-street for all properties served by this private access road. There is currently no turning head to accommodate the turning manoeuvre for a refuse (or indeed delivery vehicle).

Local Road Network and Pedestrian Infrastructure

- 2.4 Pulens Lane is subject to a 30mph speed limit across the site frontage. Although no parking restrictions are present, no on-street parking was observed on Pulens Lane, likely due to properties on this road benefiting from off-street parking provision. Pulens Lane also benefits from footways on the eastern (development) side of the carriageway, which currently adequately accommodates all footfall on Pulens Lane.
- 2.5 150m to the north of the site access, Pulens Lane connects with the A272. The A272 provides access to the A3 and the wider strategic network, as well as Ramshill (a route into central Petersfield). The A272 is restricted to 40mph in the vicinity of the junction with Pulens Lane, and benefits from footways on both sides of the carriageway.
- 2.6 500m to the south of the site access, Pulens Lane connects with Moggs Mead, a street residential in nature that provides access to Petersfield town centre. Moggs Mead benefits from footways flanking both sides of the carriageway and the low speed residential street creates an attractive pedestrian environment.

Accessibility

- 2.7 The site is approximately 2km from the centre of Petersfield Town Centre and the associated services which includes supermarkets, eateries, post office, shops and a pharmacy among other amenities.
- 2.8 The site is within close proximity to two local Public Rights of Way routes number 502 and 727, outlined in **Figure 2**.



Figure 2: PROW Map

- 2.9 The proposed site is also within close proximity of a local cycle route which connects from the A3(M) to the north to the centre of Petersfield and the National Cycle Network Route: 22 which is demonstrated in **Figure 3**.



Figure 3: Local Cycle Route

- 2.10 The site exhibits good accessibility for public transport, with a pair of local bus stops approximately 5m from the proposed site access. These bus stops provide access to the Emsworth and District service number 54 and Stagecoach services 38 and 737. The Emsworth and District 54 service operates Monday – Saturday and provides a 2 hourly service connecting Petersfield with Funtington and Chichester. The Stagecoach 38 and 737 services connect Petersfield to Clanfield, Cowplain, Waterlooville, Alton and Havant on approximately a half hourly basis Monday-Friday and hourly on Saturdays.
- 2.11 The nearest train station to the proposed development is Petersfield, which is approximately a 25 minute walk, 8 minute cycle or 12 minute public transport journey.
- 2.12 Petersfield Train Station is equipped with 172 sheltered and secure cycle storage spaces, a total of 154 car parking spaces across two car parks (including 5 disabled spaces), step free access, waiting rooms, toilets, customer help points, CCTV and daytime (Monday-Sunday) staffing.
- 2.13 The station provides direct access to destinations including Portsmouth Harbour, Portsmouth & Southsea, London Waterloo, Guildford and Woking. Trains typically stop at a frequency of 3 per hour for services north towards London Waterloo and 4 per hour for services south towards Portsmouth.

- 2.14 Overall, site accessibility is considered suitable for residential development, as reinforced by both the previous 'no objection' from HCC highways on the 5 dwelling scheme and the draft allocation for housing by SDNPA.

Personal Injury Accident Data

- 2.15 Personal Injury Accident (PIA) data has been acquired from Crashmap to assess and consider the existing safety situation on the local road network. The patterns in the data have been assessed with regards to the proximity, frequency and severity of incidents that have occurred that may require further in depth consideration. The PIA data has been collected for period of 5 years (2012-2016) and is outlined in **Figure 4**.

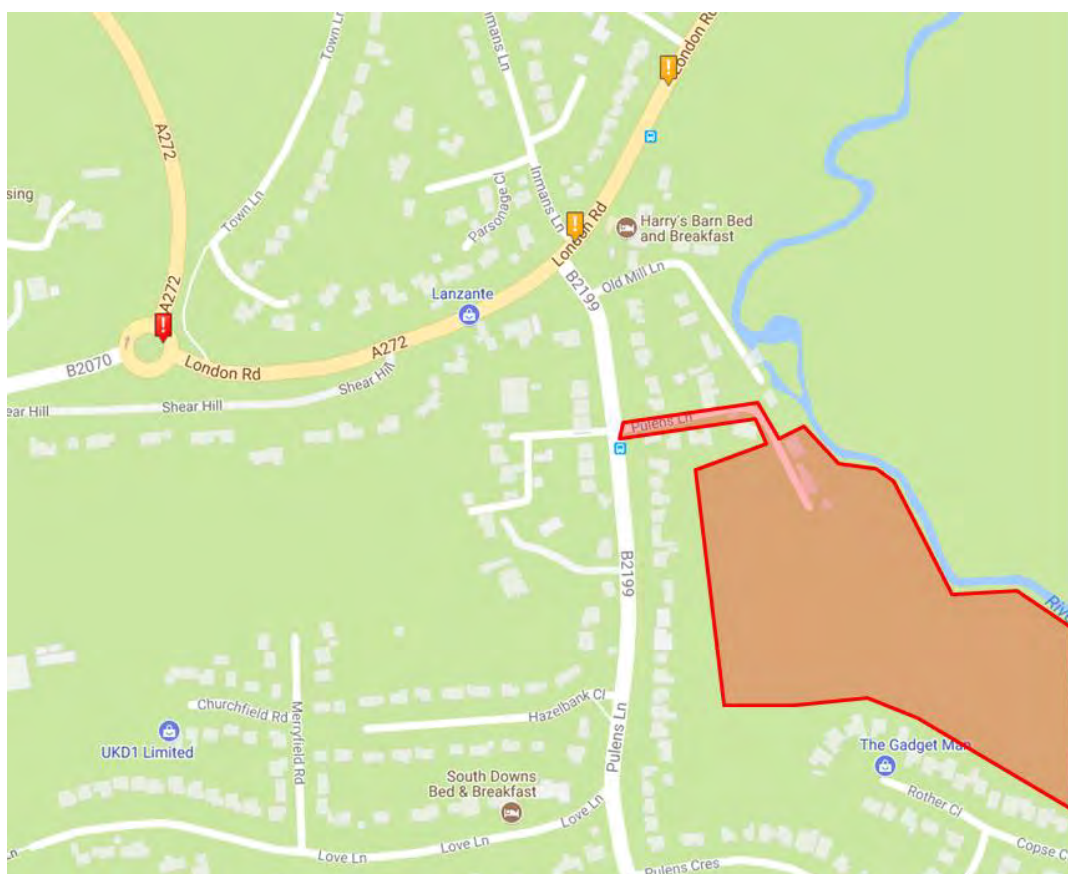


Figure 4: PIA Incidents

- 2.16 There has been a total of 3 PIAs during the 5 year period, of which 1 was 'serious' and 2 were 'slight' in nature. All three incidents occurred over 3 years ago on the A272, with no incidents since 2013, and therefore it is considered that the development would not have a detrimental impact on the highway safety conditions on the local road network. This data also indicates that pedestrian facilities on Pulens Lane are adequate to serve the current footfall without any impact on pedestrian safety.

3. PROPOSED DEVELOPMENT

Trip Generation

- 3.1 In order to determine the number of trips the proposed development would generate, the industry standard database TRICS (v. 7.4.2) has been consulted for 'Houses Privately Owned', by comparing the site to those with similar characteristics.
- 3.2 The criteria used included sites in England and Wales only (excluding Greater London) and located within 'Edge of Town' and 'Neighbourhood Centre' locations. Surveys were only included where undertaken on weekdays (no weekend). Given the current nature of the site, all trips associated with the residential development would be additional to the existing road network. However, there is a live consent for a new single dwelling on the site as well as the historic use of the wider site for commercial stables.
- 3.3 The likely trip generation (and trips rates) of the proposed development are therefore outlined in **Table 1**, whilst the full TRICS outputs are attached as **Appendix A**.

	AM Peak (0800-0900)		PM Peak (1700-1800)		Total
	Arrivals	Departures	Arrivals	Departures	
Trip Rate (per House Privately Owned)	0.165	0.376	0.297	0.162	4.678
Trip Generation (32 Houses)	5	12	10	5	150

Table 1: Proposed Development Trip Generation

- 3.4 The trip rate assessment indicates that the proposed development would generate approximately 17 vehicle trips in the AM peak and 15 vehicle trips in the PM peak, with 150 trips across a 12-hour period. This would result in approximately 1 additional vehicle onto the local road network every 3-4 minutes in the AM peak and every 4 minutes in the PM peak which would not be considered to have a 'severe' impact on the operation of the local road network when compared the NPPF paragraph 32.
- 3.5 The proposed number of pedestrian trips has also been assessed using the TRICS database with the same criteria used as those for generating the vehicular trip rates. The subsequent pedestrian trip rate and generation is outlined in **Table 2**, with the outputs attached within **Appendix A**.

	AM Peak (0800-0900)		PM Peak (1700-1800)		Total
	Arrivals	Departures	Arrivals	Departures	
Pedestrian Trip Rate (per House Privately Owned)	0.034	0.078	0.050	0.024	0.917
Trip Generation (32 Houses)	1	2	2	1	29

Table 2: Proposed Pedestrian Trip Generation

- 3.6 The pedestrian trip generation suggests that the proposed development of 32 units would generate 3 pedestrian movements in each of the peak periods, with 29 pedestrian trips across the daily period.

4. PROPOSED ACCESS AND PARKING

Access Arrangement

- 4.1 The proposed development would be accessed via the existing access road from Pulens Lane, upgraded in broad accordance with the planning consent granted under SDNP/13/04649/FUL. The access would be of a bellmouth arrangement, approximately 4.8m wide with 6m corner radii and would be supported by dropped kerbs and tactile paving and a 2m wide footway to the north of the access road to aid pedestrian movements around the junction where vehicle activity will be modestly heightened.
- 4.2 Approximately 45m into the site the access road would reduce to 3.76m wide for approximately 14.8m wide before becoming a 6m wide shared surface arrangement further into the site. The 2m wide footway on the northern side of the access road would also cease at the point where the carriageway narrows. Pedestrian visibility spays of 1.2m x 25m are shown as achievable to the kerbside in the primary direction and to the centreline in the secondary direction from the termination of the footway onto the access road. The pinch point would therefore act as a gateway feature into the site and shared surface arrangement, demarcated by a change in surface.
- 4.3 The single pinch point is a result of existing property boundaries, of which Garner Group Holdings have obtained consent to secure additional land to the north and south of the access road to enable this improved design (to the betterment of existing and proposed residents), however, the pinch point will necessarily remain due to the proximity of 16 Pulens Lane to the edge of the road.
- 4.4 In accordance with Manual for Streets, shared surfaces are suitable where the volume of motor traffic is below 100 vehicles per hour (para 7.2.14). Given the calculations presented in **Table 1**, the proposed developments hourly traffic volumes would be significantly below this suggesting that a Shared Surface arrangement would work well. The proposed pedestrian trips are also relatively low, further highlighting that a Shared Surface would be appropriate for the proposed level of development.
- 4.5 Vehicular access to 18 Pulens Lane would be re-provided to the north of the existing vehicular access which is identified in **Appendix B** as vehicle crossover.
- 4.6 A visibility assessment has been undertaken onto Pulens Lane. This assessment identified that 43m of visibility can be achieved from 2.4m back from the edge of the carriageway, in accordance with Manual for Streets guidance for a 30mph road. This was deemed acceptable with the sites previous application for 5 dwellings (16/02854/FUL). This is also demonstrated in **Appendix B**.

- 4.7 The site would be served by an on-site turning head to ensure refuse vehicles, delivery vehicles, fire tenders etc are able to enter, turn on site and leave in a forward gear.
- 4.8 The proposed access improvements are demonstrated in **Appendix B** and would clearly be of benefit to the existing 6 properties outside the application site which are served from this access road, improving access for deliveries/refuse (avoids waiting on Pulens Lane) and accommodating two way traffic movement for its majority.
- 4.9 As part the policy, the site will also provide a pedestrian and cycle route from the access at Pulens Lane through to the eastern site boundary.

Parking

- 4.10 The proposed development would provide vehicle parking in accordance with SDNPA requirements, which reflect East Hampshire District Councils Parking Standards (2008) with 1 space per 1 bedroom unit, 2 spaces per 2-3 bedroom unit and 3 spaces per 4+ bedroom unit.
- 4.11 EHDC Parking Standards document also sets out minimum cycle parking standards for residential development which are outlined in **Table 3**.

	Long Stay	Short Stay
1 Bedroom Unit	1 space per unit	1 loop/hoop per unit
2-3 Bedroom Unit	2 spaces per unit	
4+ Bedroom Unit	2 spaces per unit	

Table 3: EHDC Cycle Parking Standards

5. CONCLUSIONS AND FURTHER WORK

- 5.1 This Pre-application Scoping Note (PSN) has been prepared by Paul Basham Associates (PBA) on behalf of Garner Group Holdings to aid a pre-application for a proposed residential development of 30-32 units at Stocklands, Pulens Lane, Petersfield.
- 5.2 The trip generation associated with the proposed development has been calculated using the industry standard TRICS database. It is proposed that the site would generate approximately 150 daily vehicle trips, with 17 vehicle trips in the AM and 15 vehicle trips in the PM peak. This would result in an additional vehicle onto the local road network every 3-4 minutes as a worst case scenario and would not be considered to have a 'severe' impact on the operation of the local road network. Pedestrian trip rates have also been obtained for the proposed development with the subsequent generation suggesting the site could expect 3 pedestrian trips in each of the AM and PM peak periods, and 29 pedestrian trips over a 12 hour period.
- 5.3 The proposed development would be served via a bellmouth arrangement approximately 4.8m wide supported by 6m corner radii, a 2m wide footway to the north of the access road and dropped kerbs and tactile paving to aid pedestrian movements on Pulens Lane and into the proposed development. Approximately 45m into the access road the road would reduce in width to 3.76m for approximately 14.8m. At this point the 2m wide footway would also cease, with pedestrians guided onto the access road. The pinch point is a result of existing boundaries, although 18 and 22 Pulens Lane are likely to be purchased which allows for the improvement of the access road into the site.
- 5.4 After the pinch point, which will act as a gateway feature into the site, the access road would become 6m wide and operate as a shared surface for motorised and non-motorised users. When compared to the proposed vehicle trip rates and pedestrian trips rates a shared surface arrangement would be appropriate for the proposed development, with Manual for Streets suggesting that such arrangements work well where vehicles flows are below 100 veh/hr. We are therefore confident that the proposed access arrangement would work well to serve the proposed development whilst also providing a betterment for the existing residents served by this access road.
- 5.5 The site would provide vehicle and cycle parking in accordance with SDNPA and East Hampshire District Council's 'Parking Standards' Supplementary Planning Document.

- 5.6 PBA seek to utilise pre-application dialogue to further establish the scope of the transport statement works required to support the planning application. In particular we seek to agree the suitability of the proposed access arrangement with a 6m wide shared surface access to serve the draft allocation of 32 dwellings and a 4.8m wide road supported by a 2m wide footway for the existing dwellings also served by the proposed upgraded access road.

Appendix A

Calculation Reference: AUDIT-247601-170802-0836

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED

VEHICLES

Selected regions and areas:

03 SOUTH WEST	
DC DORSET	1 days
SM SOMERSET	1 days
04 EAST ANGLIA	
NF NORFOLK	1 days
SF SUFFOLK	1 days
06 WEST MIDLANDS	
SH SHROPSHIRE	3 days
WK WARWICKSHIRE	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
NY NORTH YORKSHIRE	2 days
WY WEST YORKSHIRE	1 days
08 NORTH WEST	
CH CHESHIRE	1 days
GM GREATER MANCHESTER	1 days
09 NORTH	
TW TYNE & WEAR	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
Actual Range: 10 to 54 (units:)
Range Selected by User: 6 to 60 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 28/03/17

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	2 days
Tuesday	1 days
Wednesday	5 days
Thursday	4 days
Friday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	14 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town	12
Neighbourhood Centre (PPS6 Local Centre)	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C1	1 days
C3	13 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	4 days
10,001 to 15,000	4 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	3 days
50,001 to 75,000	2 days
75,001 to 100,000	3 days
125,001 to 250,000	1 days
250,001 to 500,000	2 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	10 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	14 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	14 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CH-03-A-09	TERRACED HOUSES	CHESHIRE
	GREYSTOKE ROAD		
	HURDSFIELD		
	MACCLESFIELD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	24	
	Survey date: MONDAY	24/11/14	Survey Type: MANUAL
2	DC-03-A-08	BUNGALOWS	DORSET
	HURSTDENE ROAD		
	CASTLE LANE WEST		
	BOURNEMOUTH		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	28	
	Survey date: MONDAY	24/03/14	Survey Type: MANUAL
3	GM-03-A-10	DETACHED/SEMI	GREATER MANCHESTER
	BUTT HILL DRIVE		
	PRESTWICH		
	MANCHESTER		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	29	
	Survey date: WEDNESDAY	12/10/11	Survey Type: MANUAL
4	NF-03-A-03	DETACHED HOUSES	NORFOLK
	HALING WAY		
	THETFORD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	10	
	Survey date: WEDNESDAY	16/09/15	Survey Type: MANUAL
5	NY-03-A-07	DETACHED & SEMI DET.	NORTH YORKSHIRE
	CRAVEN WAY		
	BOROUGHBRIDGE		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	23	
	Survey date: TUESDAY	18/10/11	Survey Type: MANUAL
6	NY-03-A-11	PRIVATE HOUSING	NORTH YORKSHIRE
	HORSEFAIR		
	BOROUGHBRIDGE		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	23	
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
7	SF-03-A-05	DETACHED HOUSES	SUFFOLK
	VALE LANE		
	BURY ST EDMUNDS		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	18	
	Survey date: WEDNESDAY	09/09/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	SH-03-A-03	DETACHED	SHROPSHIRE
	SOMERBY DRIVE		
	BICTON HEATH		
	SHREWSBURY		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	10	
	Survey date: FRIDAY	26/06/09	Survey Type: MANUAL
9	SH-03-A-05	SEMI-DETACHED/TERRACED	SHROPSHIRE
	SANDCROFT		
	SUTTON HILL		
	TELFORD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	54	
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL
10	SH-03-A-06	BUNGALOWS	SHROPSHIRE
	ELLESMERE ROAD		
	SHREWSBURY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	16	
	Survey date: THURSDAY	22/05/14	Survey Type: MANUAL
11	SM-03-A-01	DETACHED & SEMI	SOMERSET
	WEMBDON ROAD		
	NORTHFIELD		
	BRIDGWATER		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	33	
	Survey date: THURSDAY	24/09/15	Survey Type: MANUAL
12	TW-03-A-03	MIXED HOUSES	TYNE & WEAR
	STATION ROAD		
	BACKWORTH		
	NEAR NEWCASTLE		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Number of dwellings:	33	
	Survey date: FRIDAY	13/11/15	Survey Type: MANUAL
13	WK-03-A-02	BUNGALOWS	WARWICKSHIRE
	NARBERTH WAY		
	POTTERS GREEN		
	COVENTRY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	17	
	Survey date: THURSDAY	17/10/13	Survey Type: MANUAL
14	WY-03-A-01	MIXED HOUSING	WEST YORKSHIRE
	SPRING VALLEY CRESCENT		
	BRAMLEY		
	LEEDS		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Number of dwellings:	46	
	Survey date: WEDNESDAY	21/09/16	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	26	0.104	14	26	0.195	14	26	0.299
08:00 - 09:00	14	26	0.165	14	26	0.376	14	26	0.541
09:00 - 10:00	14	26	0.143	14	26	0.195	14	26	0.338
10:00 - 11:00	14	26	0.176	14	26	0.148	14	26	0.324
11:00 - 12:00	14	26	0.198	14	26	0.220	14	26	0.418
12:00 - 13:00	14	26	0.170	14	26	0.162	14	26	0.332
13:00 - 14:00	14	26	0.190	14	26	0.181	14	26	0.371
14:00 - 15:00	14	26	0.176	14	26	0.154	14	26	0.330
15:00 - 16:00	14	26	0.239	14	26	0.231	14	26	0.470
16:00 - 17:00	14	26	0.313	14	26	0.159	14	26	0.472
17:00 - 18:00	14	26	0.297	14	26	0.162	14	26	0.459
18:00 - 19:00	14	26	0.206	14	26	0.118	14	26	0.324
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.377			2.301			4.678

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 10 - 54 (units:)
 Survey date range: 01/01/09 - 28/03/17
 Number of weekdays (Monday-Friday): 14
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-247601-170802-0810

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED

MULTI-MODAL VEHICLES

Selected regions and areas:

02 SOUTH EAST	
SC SURREY	1 days
03 SOUTH WEST	
DC DORSET	1 days
SM SOMERSET	1 days
04 EAST ANGLIA	
NF NORFOLK	1 days
SF SUFFOLK	1 days
06 WEST MIDLANDS	
SH SHROPSHIRE	3 days
WK WARWICKSHIRE	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
NE NORTH EAST LINCOLNSHIRE	1 days
NY NORTH YORKSHIRE	2 days
08 NORTH WEST	
CH CHESHIRE	1 days
GM GREATER MANCHESTER	1 days
09 NORTH	
CB CUMBRIA	1 days
DH DURHAM	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
Actual Range: 10 to 432 (units:)
Range Selected by User: 6 to 60 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 28/03/17

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	4 days
Tuesday	1 days
Wednesday	4 days
Thursday	5 days
Friday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	16 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town	15
Neighbourhood Centre (PPS6 Local Centre)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C1	1 days
C3	15 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	5 days
10,001 to 15,000	6 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	4 days
50,001 to 75,000	3 days
75,001 to 100,000	4 days
100,001 to 125,000	1 days
250,001 to 500,000	1 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	10 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	16 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	16 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CB-03-A-04	SEMI DETACHED		CUMBRIA
	MOORCLOSE ROAD			
	SALTERBACK			
	WORKINGTON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	82		
	Survey date: FRIDAY	24/04/09		Survey Type: MANUAL
2	CH-03-A-09	TERRACED HOUSES		CHESHIRE
	GREYSTOKE ROAD			
	HURDSFIELD			
	MACCLESFIELD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	24		
	Survey date: MONDAY	24/11/14		Survey Type: MANUAL
3	DC-03-A-08	BUNGALOWS		DORSET
	HURSTDENE ROAD			
	CASTLE LANE WEST			
	BOURNEMOUTH			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	28		
	Survey date: MONDAY	24/03/14		Survey Type: MANUAL
4	DH-03-A-02	MIXED HOUSES		DURHAM
	LEAZES LANE			
	ST HELEN AUCKLAND			
	BISHOP AUCKLAND			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Number of dwellings:	125		
	Survey date: MONDAY	27/03/17		Survey Type: MANUAL
5	GM-03-A-10	DETACHED/SEMI		GREATER MANCHESTER
	BUTT HILL DRIVE			
	PRESTWICH			
	MANCHESTER			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	29		
	Survey date: WEDNESDAY	12/10/11		Survey Type: MANUAL
6	NE-03-A-02	SEMI DETACHED & DETACHED		NORTH EAST LINCOLNSHIRE
	HANOVER WALK			
	SCUNTHORPE			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	432		
	Survey date: MONDAY	12/05/14		Survey Type: MANUAL
7	NF-03-A-03	DETACHED HOUSES		NORFOLK
	HALING WAY			
	THETFORD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	10		
	Survey date: WEDNESDAY	16/09/15		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	NY-03-A-10	HOUSES AND FLATS	NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD		
	RIPON		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	71	
	Survey date: TUESDAY	17/09/13	Survey Type: MANUAL
9	NY-03-A-11	PRIVATE HOUSING	NORTH YORKSHIRE
	HORSEFAIR		
	BOROUGHBRIDGE		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	23	
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
10	SC-03-A-04	DETACHED & TERRACED	SURREY
	HIGH ROAD		
	BYFLEET		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	71	
	Survey date: THURSDAY	23/01/14	Survey Type: MANUAL
11	SF-03-A-05	DETACHED HOUSES	SUFFOLK
	VALE LANE		
	BURY ST EDMUNDS		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	18	
	Survey date: WEDNESDAY	09/09/15	Survey Type: MANUAL
12	SH-03-A-03	DETACHED	SHROPSHIRE
	SOMERBY DRIVE		
	BICTON HEATH		
	SHREWSBURY		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	10	
	Survey date: FRIDAY	26/06/09	Survey Type: MANUAL
13	SH-03-A-05	SEMI-DETACHED/TERRACED	SHROPSHIRE
	SANDCROFT		
	SUTTON HILL		
	TELFORD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	54	
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL
14	SH-03-A-06	BUNGALOWS	SHROPSHIRE
	ELLESMERE ROAD		
	SHREWSBURY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	16	
	Survey date: THURSDAY	22/05/14	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15	SM-03-A-01	DETACHED & SEMI	SOMERSET
	WEMBDON ROAD		
	NORTHFIELD		
	BRIDGWATER		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	33	
	Survey date: THURSDAY	24/09/15	Survey Type: MANUAL
16	WK-03-A-02	BUNGALOWS	WARWICKSHIRE
	NARBERTH WAY		
	POTTERS GREEN		
	COVENTRY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	17	
	Survey date: THURSDAY	17/10/13	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	16	65	0.012	16	65	0.043	16	65	0.055
08:00 - 09:00	16	65	0.034	16	65	0.078	16	65	0.112
09:00 - 10:00	16	65	0.026	16	65	0.045	16	65	0.071
10:00 - 11:00	16	65	0.029	16	65	0.037	16	65	0.066
11:00 - 12:00	16	65	0.029	16	65	0.025	16	65	0.054
12:00 - 13:00	16	65	0.031	16	65	0.029	16	65	0.060
13:00 - 14:00	16	65	0.037	16	65	0.035	16	65	0.072
14:00 - 15:00	16	65	0.047	16	65	0.040	16	65	0.087
15:00 - 16:00	16	65	0.075	16	65	0.052	16	65	0.127
16:00 - 17:00	16	65	0.055	16	65	0.030	16	65	0.085
17:00 - 18:00	16	65	0.050	16	65	0.024	16	65	0.074
18:00 - 19:00	16	65	0.035	16	65	0.019	16	65	0.054
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.460			0.457			0.917

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

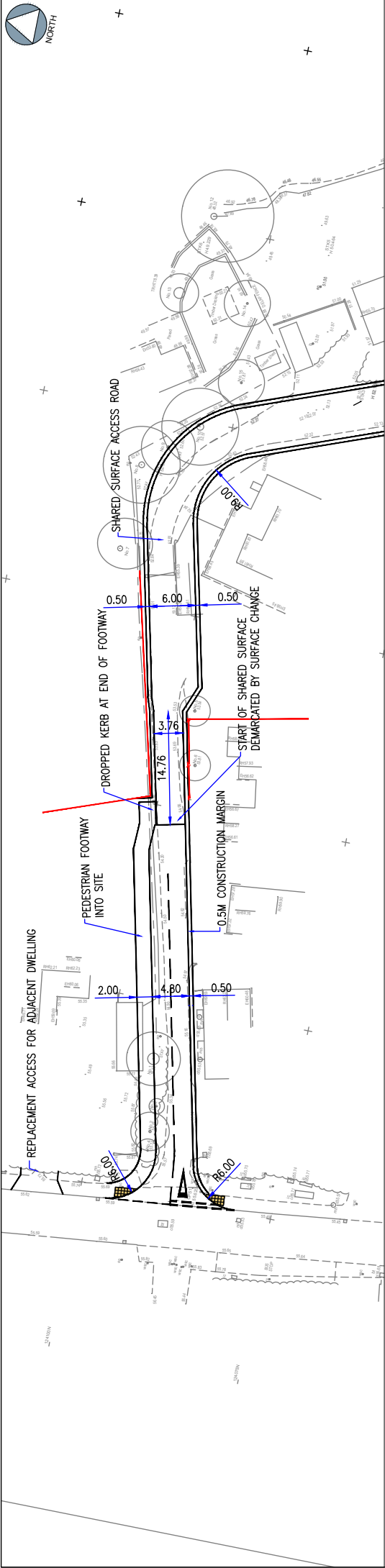
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

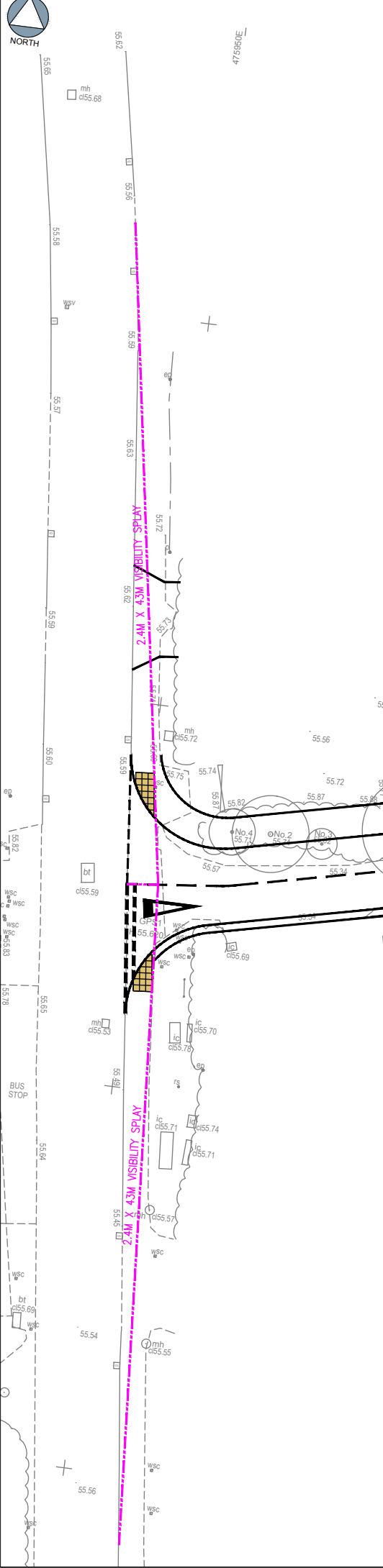
Trip rate parameter range selected:	10 - 432 (units:)
Survey date range:	01/01/09 - 28/03/17
Number of weekdays (Monday-Friday):	16
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix B



GENERAL ARRANGEMENT (SCALE 1:500)



VISIBILITY SPLAYS (SCALE 1:250)

GENERAL NOTES

- THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
- ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
- PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.

- ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
- THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

LEGEND

INDICATIVE DEVELOPMENT SITE BOUNDARY

VISIBILITY SPLAYS

- VISIBILITY SPLAYS OF 2.4M X 4.3M ARE BASED ON MANUAL FOR STREETS STANDARDS FOR A 30MPH STREET.

Rev	Description	Date	By	Chkd
A	REVISED CONFIGURATION	08.08.17	SR	MS

Project Name STOCKLANDS, PULENS LANE PETERSFIELD	Title PROPOSED ACCESS GENERAL ARRANGEMENT		Client GARNER GROUP HOLDINGS LTD		Checked By MS		Checked Date 18.05.16	Scale AS SHOWN	
	Project Phase PRELIMINARY	Drawn By EK		Drawn Date 17.05.16		PBA Drawing No. 022.0016.001		Revision A	

