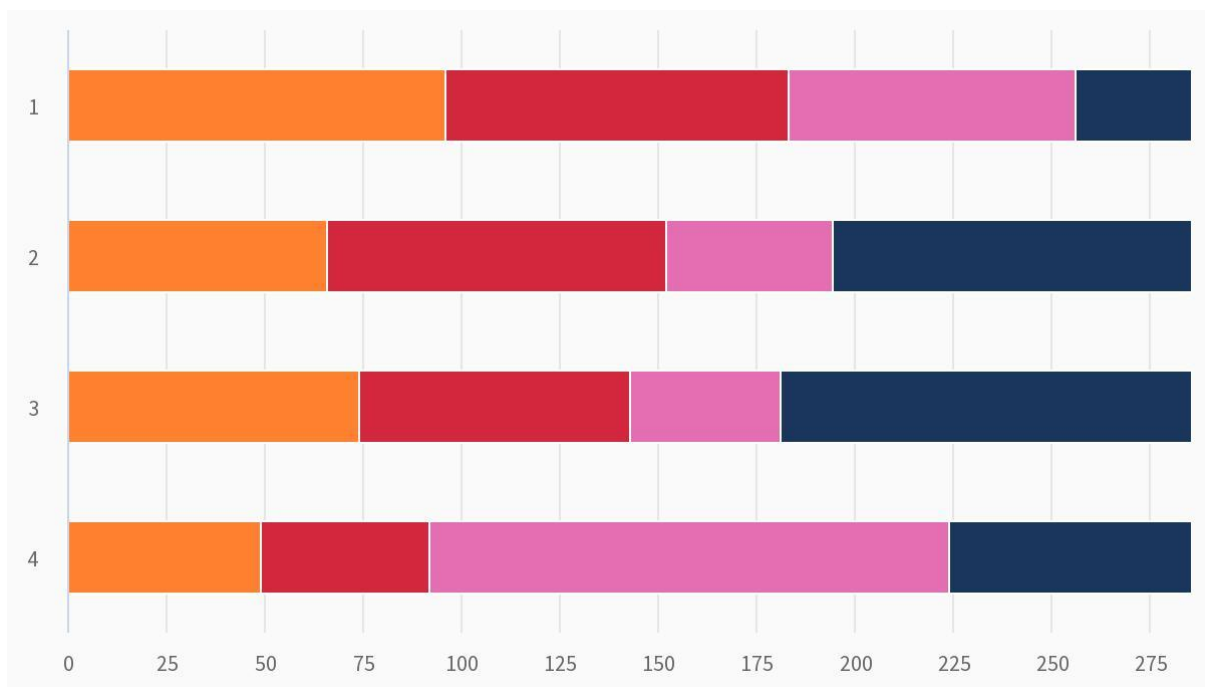


Development Options

<https://ehdclocalplan.commonplace.is/en-GB/proposals/development-options/step1>

DEV1 Please rank these options in order of preference

- Option 1: Disperse new development to a wider range of settlements
- Option 2: Concentrate new development in the largest settlements
- Option 3: Distribute new development by population
- Option 4: Concentrate development in a new settlement



This returned quite a split result with options 1 and 2 having around 30% first preference. While option 4 also had around 25% first preference, it was also by far the most commonly ranked least preferred.

DEV2 Why have you ranked the options this way?

Reasons given by those who ranked 'Development Options - Option 1: Disperse new development to a wider range of settlements' as their preference

Infrastructure

Smaller developments spread over the district puts less pressure on existing infrastructure and is less of an eyesore.
New development so that one area does not become a concentrated urban jungle. Distributed would also facilitate new cycle network and local community. Overcrowding in schools a problem if concentrated, so new development better.
distribution among many existing settlements means the existing infrastructure can cope with the increase or can be helped with minor adjustments
Allocating all new development in one place puts a huge pull on the local infrastructure, if the load could be spread it may mean that local infrastructure will not be as impacted or require the large amount of upgrading to cope.
New communities and developments never have enough infrastructure, and the need to travel to neighbouring areas for a wide variety of needs will persist. Public transport is virtually non-existent in East Hants, even in the larger towns, so all development will be largely car dependent. Developments over the last 20 years have not included matching road development.
Focusing it on existing large developments increases the risk of those new developments failing due to lack of infrastructure to support the new homes
It is considered that the approach should concentrate on expanding the existing settlements which are already sustainably located, close to services and facilities.
Option 4 is last as there is no space for a new settlement in the southern parishes. Option 3 will inevitably lead to larger settlements. Option 2 has the ability because of infrastructure to deal with more development and Option 1 is less likely to adversely affect infrastructure that is important to the maintaining an suitable environment in which to live
Already has facilities
Because too many developments are being concentrated in one area e.g Alton, the infrastructure can't cope with the current plan, let alone further development.
Existing road networks could be developed to allow for new development.
In the past too few places have taken too much development without the relative improvement to infrastructure. Building where there is no transport to get to work, play and social, or supplies is not environmentally sensible. We need to use the railway network as a basis for where to put major housing. The current HCC policy of encouraging cycling and walking does not work in rural places it just creates frustration so more work needs to be done on how people will actually get about, not some desktop theory. The 20 min neighbourhood might be marvellous in major cities but not east hampshire. We are a car

based community so we need to enable people to go about their lives using cars, we don't have proper public transport.

Option 1 - develop smaller settlements so that they become more self sufficient and viable is my preference

Balanced use of existing space + basis for infrastructure already present, NOT concentrating areas as close to South Downs boundary as possible, minimise overloading existing high population areas

The development strategy and spatial distribution should, in our view, prioritise the growth of settlements that benefit from access to key services and provide sustainable development, such as Ropley. This should be in combination with the proportionate growth of other settlements and also potentially the creation of a new settlement.

Equal distribution / spread development

Option 1 is ranked first as this would ensure that all suitable settlements are able to accommodate some beneficial growth without the need for large expansions. It is therefore likely that small/ medium size developments can be enveloped within existing built-up areas in a sustainable manner, without needing to encroach upon the surrounding countryside and avoiding the resultant environmental impacts.

There are a number of sustainable settlements within East Hampshire that are capable of accommodating growth.

The development strategy and spatial distribution should, in our view, prioritise the growth of settlements that benefit from access to key services and provide sustainable development, such as Ropley. This should be in combination with the proportionate growth of other settlements and also potentially the creation of a new settlement.

Dispersal of development allows for smaller schemes with less impact on the environment, local population and infrastructure.

TO SPREAD DEVELOPMENT SO AS NOT TO OVER CONCENTRATE !!

A wider distribution of development spreads the load more equitably. It is not clear from the presentation if the new settlement(s) would be adjacent to existing ones.

For the minimum impact on traffic, environment and general inconvenience is achieved when new building is distributed as thinly and widely as possible using brown field sites where possible. If this does not create enough housing, then next best option is to create new large developments closest to the train stations, bus stops and shops as possible.

every area must take its fair share of new housing and this should also be based on demographic need

Housing needs to be shared

I think it is preferable to disperse new developments where possible to ensure a more diverse range of housing options depending on the location.

Option 1 is ranked first as this would ensure that all suitable settlements are able to accommodate some beneficial growth without the need for large expansions. It is therefore likely that small/ medium size developments can be enveloped within existing built-up areas in a sustainable manner, without needing to encroach upon the surrounding countryside and avoiding the resultant environmental impacts.

There are a number of sustainable settlements within East Hampshire that are capable of accommodating growth.

It is considered that the approach should concentrate on expanding the existing settlements which are already sustainably located, close to services and facilities.

Protect from over development / sprawl

Protect environment and local popn centres from over development

We like Option 1 because it probably means that Alton can expand without the excessive sprawl that would be implied by Option 2 (and to a lesser extent by Option 3). Option 4 would mean a completely new settlement location, totally greenfield, probably in the Northwest of the district on high value farming land (because of heathland and other environmental constraints elsewhere), and possibly creating the unwanted A31 conurbation of a string of settlements separated by negligible gaps.

Option 2 is best then option 3. We need to keep country villages as country villages not make the part of the urban sprawl that surrounds the SNDP

To avoid larger settlements becoming too big

Because this order, I think, would reduce the likelihood of enormous, devastating developments being tagged onto towns and larger villages that have been under pressure for some time and had their share of relentless housing development rushed through with little to no benefits for the communities involved.

We like Option 1 because it probably means that Alton can expand without the excessive sprawl that would be implied by Option 2 (and to a lesser extent by Option 3). Option 4 would mean a completely new settlement location, totally greenfield, probably in the Northwest of the district on high value farming land (because of heathland and other environmental constraints elsewhere), and possibly creating the unwanted A31 conurbation of a string of settlements separated by negligible gaps.

Living locally

Option 1 is consistent with the living locally objectives set out within this consultation and ensures that suitable levels of development are met within communities across the district. Not only would this encourage small-mid scale schemes, but it would also support the delivery of housing by SME Developers and increase competition in the sector to deliver high-quality bespoke schemes.

You want local living and communities. Dispersing new development to a wider range of settlements supports local communities reduces travel to places like schools and keeps local rural communities alive and revived. As long as you don't overdevelop.

Concentrating development in existing largest settlements or even a new settlement puts max pressure on specific areas ruining local environment, landscapes, quality of live, adds pressure to stretched services, roads etc. All new development adds pressure. Dissipate it to minimise its impact....

I believe that the premise used in creating the Settlement Hierarchy is fallacious, especially with regard to the concept of the 20 Minute Neighbourhood as defined in the paper. The proposed Settlement Hierarchy will fail, as will not be possible for EHDC to create it. If it goes ahead, it will create a planning blight across the district outside the SDNPA area. I do not believe that EHDC have the will or the finance to create the 20 Minute Neighbourhood Concept. From the technical papers available, to enable success, EHDC must overcome the restrictions noted in Section 7 of the TCPA document The 20-minute neighbourhood, Town& Country Planning Association, 2021 <https://tcpa.org.uk/collection/the-20-minute-neighbourhood/> The References are to Melbourne covering green field developments, not imposing the concept on existing settlements.

Intra- and cross-organisational governance: Siloed working across different levels of government and across sectors can result in an uncoordinated approach.

â€¢ Planning and development policy and enforcement: It is difficult to enforce policy and design requirements if they are not adopted and mandatory for developers.

â€¢ Making greenfield developments work within broader geographic scales: An integrated approach to planning is needed, as the 20- minute neighbourhood is dependent on economic and transport patterns at a regional scale.

â€¢ Investment, funding, and budgetary constraints: Development of all types of infrastructure can be restricted by budgets, a lack of funding, and land provision. There is also often a gap between housing delivery and social infrastructure or public transport provision, as investment in such facilities is unviable for developers until a critical mass of residents are living in the area.

â€¢ Resident/user perception and the need for behaviour change: Car dependency and perceptions of the need for cars may be ingrained, as residents may consider car transport their only or preferred option. EHDC must also resolve:

â€¢ Concerns around gentrification and rising prices: There is potential for gentrification to disrupt communities through rising prices and an increase in inequalities
Local planning authority resources and capacity: Project delivery may be made difficult because of under-resourcing and a lack of skills, as the capacity of many local authorities has been severely eroded by a decade of austerity.

â€¢ Concerns around new neighbourhood measures: A number of low-traffic neighbourhoods were implemented very quickly in response to the COVID-19 pandemic, leading to a perceived lack of consultation, which has resulted in some opposition from a vocal minority of residents. To avoid similar opposition it is important that such measures are communicated simply, clearly and engagingly, so that everyone can understand their benefits and so that residents feel they have a stake in the scheme. Research commissioned by the Department for Transport found that the majority of people are in favour of changes to support more walking and cycling in their local area, and good engagement with communities is key to ensuring that these voices are properly heard. Similarly in the Scottish Government Study, 20 Minute Neighbourhoods in a Scottish Context Stefanie

Oâ€™ Gorman and Rebecca Dillon-Robinson, Ramboll February, 2021

(<https://www.climatechange.org.uk/media/5395/cxc-20-minute-neighbourhoods-in-a-scottish-context-march-2021.pdf>) , when reviewing the settings for a 20MN, it was apparent that there were three necessary requirements to be provided to ensure that any neighbourhood would be successful:

â€¢ Engagement with Residents and cause Behavioural Change

â€¢ Range of correct Features and Infrastructure

â€¢ Quality of Services and Experience

The paper reviewed all the settlements in Scotland and found only a few of the existing settlement had all of the proposed criteria within the 20 minute Neighbourhood settlement. When extended to a 30MN only the cities improved the infrastructure available to residents. The 30 Minute Neighbourhood imposed on rural village is impractical as it impossible to change the habits of existing long term residents. It also takes the crow flies approach that is impossible and should be by shortest route to the infrastructure. A linear development like Four Marks/ South Medstead has no historic settlement centre and is restricted by the crossing points to the A31 and the parallel road system within Four Marks. There has ben no change to the Infrastructure since before 2013 and the new community building falls outside the 20 Minute Neighbourhood for most of the settlement. Using the 20 Minute Neighbourhood Principle, the Settlement Hierarchy paper does not take into account the restrictions on an aging population, which is from the current 2021 Census data is 22.97% of the District Residents, but a higher proportion of the residents in the villages. This is further exacerbated by the effects of the terrain. Four Marks and Medstead are located in the Hampshire Alps and accessible routes are hilly, not flat.

Option 1 is consistent with the living locally objectives set out within this consultation and ensures that suitable levels of development are met within communities across the district. Not only would this encourage small-mid scale schemes, but it would also support the delivery of housing by SME Developers and increase competition in the sector to deliver high-quality bespoke schemes.

A mix / all

You are going to have to adopt a range of all of the above solutions in reality

Query the validity of the question

Difficult to choose as each proposal should be judged on its own merits.

I did not have a choice to disagree to all of these options. Any kind of development could fall into any one of these choices, therefore they are not really options. It seems clear that the council already know exactly what they're going to do.

I would have put option 3 first if the basis of calculating future population growth was unbiased. As it stand motion 3 is virtually the same as option 2

Other comments

How can it make sense turning small market towns like Alton in to the next Basingstoke

no particular reason. just based on the poor experiences of the current redevelopment.

The pros given to Option 1 are the key ones in my view. Option 4 tends to result in ghetto-like new towns, and does not work.

In my view this priority ranking affords the optimum desirability given the obvious but problematic need for new housing

There is a potential greater use of brown field sites, and development to provide housing and work sites should be to concentrate on the existing population, who would benefit the most without encouraging migration from other areas.

Beech for example could readily absorb 40 homes if they were designed as 2 beds plus study retirement homes with sensible parking and gardens. The land is available, but the NIMBY attitude of some residents objects to this whilst leaving 400 empty bedrooms in the village...

No options are positive as they all disproportionately affect Alton and/or the environment but this is the least harmful

Option 1 - Less impact on existing communities. Option 4 - could be designed as 20 Minute Neighbourhoods. Option 3 Risks increasing pressure on areas over developed in previous pla. Option 2 - expanding densely populated areas does not seem logical to maintain the environment.pl

Option 4 Other options already over populated

Grainger supports Development Options 1 (Disperse new development to a wider range of settlements) and 3 (Distribute new development by population) put forward in the Regulation 18 consultation. Option 1 holds the biggest emphasis on increasing walking and cycling as modes of transport, and this aligns with the Council's climate emergency and the support for sustainable transport within the NPPF. Furthermore the delivery of multiple sites across the authority area provides the following benefits:

- o Ensures development is proportionate to the sustainability of the settlement;
- o Allows for the delivery of some small brownfield sites within the smaller villages;
- o Is more likely to see a consistent delivery of dwellings across the Plan Period;
- o Allows for choice in location across the authority area for new residents;
- o Provides homes within or close to existing settlements to allow for people to change their property type (for example first time buyers or downsizers) whilst staying within the area they currently live. The development of a single large development of 1,500 dwellings, put forward as Option 4, would likely take a significant number of years following adoption of the plan before delivery of dwellings. This would also not maximise choice and competition in the market, as nearly half of the 3,405 homes required over the plan period would be delivered within a single location.

It is considered that the approach should concentrate on expanding the existing settlements such as Catherington which are already sustainably located, close to services and facilities.

- a) identify, through the development plan and brownfield registers, land to accommodate at least 10% of their housing requirement on sites no larger than one hectare; unless it can be shown, through the preparation of relevant plan policies, that there are strong reasons why this 10% target cannot be achieved;
- b) use tools such as area-wide design assessments and Local Development Orders to help bring small and medium sized sites forward;
- c) support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes; and
- d) work with developers to encourage the sub-division of large sites where this could help to speed up the delivery of homes.

Paragraph 69 confirms that at least 10% of housing requirements should be met from sites of 1 hectare or less. This should be delivered through the Local Plan to ensure certainty.

Whilst our land has a scale greater than 1 hectare, it is felt that part of this land could be allocated for development purposes to meet this requirement. It is considered that due to the absence of an appropriate proportion of smaller development sites across the District, the Plan would likely be considered unsound.

We support the fact that, as shown on the option 1 plan on page 55, Liphook is marked as a tier 1 settlement deemed suitable to receive new development. It is also so designated under option 2 concentrate new development to the largest settlements.

In conclusion we confirm that we support the location of Liphook as a settlement that should be capable for growth and would be pleased to discuss the role that our client's site at Haslemere Road, Liphook can play in providing housing and perhaps as specialist housing site for the elderly subject to further discussions and research with yourselves.

DEV2 Why have you ranked the options this way?

Reasons given by those who ranked 'Development Options - Option 2: Concentrate new development in the largest settlements' as their preference

Most sustainable locations

Option 2 should be the preferred option as it will ensure development is located in the most sustainable places with the highest number of existing services and facilities to support new development and vice versa. This will ensure development and infrastructure keep pace with one another over the longer term leading the most sustainable growth and evolution of the District.

The proposal to focus the provision of new dwellings in the largest settlements is most appropriate as they have been identified as the most sustainable locations in the District in terms of existing services and facilities (i.e. they achieve the highest scores in the Council's Settlement Hierarchy Background Paper). It can also be reasonably assumed that these settlements represent the most popular places to live within the District due to the existing services and facilities available and it therefore follows that the demand for additional housing will be highest in these locations.

Option 2 - concentrating new development in the largest settlements presents scope to direct development to the most sustainable existing locations, making the best use of the sustainable elements of those settlements and reflecting the need for development within the south of the district close to neighbouring authorities and the Freeport.

concentrating development in the largest settlements is equivalent, in an East Hampshire context, to selecting the most sustainable settlements (and therefore most suitable locations) to absorb development and meet needs within the district. This presents the scope to reinforce the sustainability and elements which make up such of those settlements.

Housing growth should be distributed proportionately to focus growth in the most sustainable locations. EHDC benefits from a number of sustainable and accessible settlements.
It is most sustainable to focus on the major settlements and will also protect the countryside more
Intensification of development in accessible urban areas is considered the most sustainable way to achieve growth and development, reducing the need to travel and benefitting from greater non-car transport modes. This also reduces reliance on greenfield development or the amalgamation of smaller settlements.
This will allow the majority of new housing to be focused in and around the major towns in the authority that contain the widest range of services. This will allow a far more sustainable pattern of development and housing where residents can access jobs and services without the need to drive. The major settlements also have better public transport accessibility e.g. Alton is on the train line.
The Option 2 development strategy would also be consistent with the approach contained in the National Planning Policy Framework (NPPF) whereby Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.
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Housing growth should be distributed proportionately to focus growth in the most sustainable locations. EHDC benefits from a number of sustainable and accessible settlements.

Infrastructure

<p>This will provide the most infrastructure required i.e., by having larger settlements we would expect that there will be more schools, transport links, shops etc.</p>
<p>There is currently no investment in cycle tracks or public transport. Without this, the question of where to build new houses is really just a question of where do you want traffic volumes to increase. There are huge problems with all options unless proper investment in infrastructure is also made.</p>
<p>Option 2 is preferred as it would direct to the largest settlements the widest range of services and facilities and improve prospects of delivering the 20 minute neighbourhood concept. There would be greater employment provision , services and educational facilities</p>
<p>Utilise existing services and infrastructure within neighbourhoods</p>
<p>I think that the larger settlements have the better chance to absorb more housing as the infrastructure has been invested in to take this development e.g. Alton. Also a new settlement can plan from day 1 to provide what is needed. options 1 and 3 seem to create more issues as they impose new housing on settlements and put strain on existing facilities and infrastructure</p>
<p>Presumably, they will have the infrastructure to cope.</p>
<p>Development must be concentrated where jobs, transport, schools, health services and other key services already exist. If development is widespread in small packages, there will be an ever increasing proportion of the residents of East Hampshire reliant on the car for access to all services. This is most certainly not a climate crisis aware approach.</p>
<p>People tend to be attracted by existing facilities and transport location. Also, can build on existing community facilities and associations. New towns have proved problematical.</p>
<p>It is pointless putting new houses where there is no infrastructure schools, doctors , shops etc. All you achieve are more cars on the roads to go shopping which ups pollution. Where you hav3 the infrastructure then add more houses</p>
<p>It needs to be built where there are public facilities and the roads can sustain the traffic</p>
<p>Large settlements already have the infrastructure and they will be less need to travel. Dispersing new developments to more areas would increase travel and these houses by their nature would be more expensive. New settlement would be all of the above and you would have to create a whole new infrastructure.</p>
<p>This will provide the most infrastructure required i.e., by having larger settlements we would expect that there will be more schools, transport links, shops etc.</p>
<p>New housing must have good access to necessary infrastructure. New settlements economically & environmentally unaffordable</p>
<p>Communities need to find an identity and once found need to retain this - so they should not be overwhelmed by new housing developments. Developments must be constructed near rail and good road systems.</p>

Facilities and minimising impact on green space
Largest settlements have the basis for expanding infrastructure before wider range of settlements. Opportunities for new settlements should be considered before spread by population
Option 2 makes the most sense. It would rejuvenate a town like Alton and the infrastructure is already in place in most towns. Option 1 isn't a bad route but building in some of the villages which lack local infrastructure would be an issue, so keep the villages for minimal building. Option 4 and 3 would upset too many people.
smaller settlements have already been targeted by developers without the investments in infrastructure to support the higher populations and nothing has being done to address this so new development must be located where existing infrastructure already exists and can cope
By definition the existing large settlements will not only have more employment opportunities but already have infrastructure in place that can be expanded more cheaply and efficiently than building complete new towns. EHDC already has one new town in Bordon and Whitehill which has been successful but does not require any more.
New homes need other infrastructure such as shops schools etc that larger settlements have, these may not be feasible to add to smaller areas, as well as increasing overall costs. Brand new areas will obviously need new infrastructure but would be considered when choosing new settlement.
Planning should factor in developments adjacent to existing transport infrastructure such as railway stations or where there are good links to stations (ped, cycle & Bus) .
Development should be in areas that can easily support it, without adversely impacting on existing long standing residential dwellings and the surrounding rural character of the countryside. Most remote and rural locations have high land water tables, no stable infrastructure and amenities, often neighbouring protected green spaces and wildlife habitats, thus why these locations have been green space for centuries and such locations should be an absolute showstopper to any development plans.
Concentration in the largest areas allows access to existing facilities and infrastructure. Although this has been neglected in the development of Bordon. Clearly planning is key.
I fail to see why Liphook has been included within the larger settlements. Its infrastructure cannot cope with existing development let alone a lot of new development. It may have good rail and road links but bus services are poor. When you see the chaos in the village in the morning and afternoons it is difficult to see where new developments could accommodated in the village without compounding the problem. We are after all a village not a town
Existing large settlements have the required infrastructure that can be upgraded. Dispersal to small settlement will only increase private car use as folk won't want to use unreliable and expensive buses - assuming there are any that is. Large brand new settlements like Bordon have the chance to build the required infrastructure from the ground up and while can be locally very destructive they have the potential to maximise the benefits.

I would prefer housing to be built in settlements that already have services and facilities and where commuting can be minimised. We have towns that need new energy and vitality which could be provided by new population and new spending power. Simply building dormitory estates next to small existing settlements will destroy their character.

Larger settlements = better existing infrastructure, so less need to lose land to new infrastructure required

fairness and access to facilities

Concentrate on where our people reside and improve their infrastructure

Concentration of population and housing leads to greater ability to efficiently provide necessary infrastructure

This will provide the most infrastructure required i.e., by having larger settlements we would expect that there will be more schools, transport links, shops etc.

Protect villages / rural character

I do not want to see sprawl of development into small villages so they lose their character. I think development will have to happen in larger existing settlements. However I strongly feel we have already built a great deal in East Hants in recent years - Alton and Bordon in particular. Enough of all this building and development, robbing us of green fields and vital farmland. Only brownfield sites should be permitted. We must defend the countryside and it's character.

If villages are increased in size, they simply become small towns. People who choose to live in a village, should get to live in a village, not have it increased in size massively. People who choose towns expect services etc. to be better and expect the size of the town to grow over time. It makes no sense to build lots more houses in rural areas. Far better to concentrate large developments, where the infrastructure either already exists or can easily be added to.

The whole point about communities is that they should remain as such. Unless smaller communities are protected, they will rapidly lose their sense of space and become parts of ever larger suburban sprawls.

Village should be protected from 'dumping' houses on the edges when there is no provision of utilities or necessary community facilities such as schools etc

Villages will lose their identity if too many new builds allowed

Option 2 has the potential to meet development needs with less impact on the rural nature of the District, while some parts of Option 1 could meet specific needs for affordable rural housing.

Stop spoiling the essence of the Hampshire country village.

Need to minimise rural destruction and car usage. Local facilities will change behaviour even as too taking longer travel.

Living locally

This ranking best fits the need to support the 20-minute neighbourhood.

Option 2 offers the best opportunity for providing new housing in 20 minute neighbourhoods as the housing will be near to services and facilities. A new settlement would also be a good opportunity to provide a 20 minute neighbourhood if new facilities and services are provided with the housing. Both option 2 and 4 are good for providing a significant proportion of affordable housing and for mitigating green house gas emissions.

I think Option 2 would provide the greatest opportunities to walk, cycle or use public transport to get to places.

Option 2 should be the preferred option as it would direct development to the largest settlements which benefit from a wider range of services and facilities. This would in turn potentially improve the prospects of delivering the 20-minute neighbourhood concept.

Brownfield

all new housing should be on brownfield sites

Climate change

Surely expanding current large centres is best for managing travel requirements etc. spreading around more communities means use of cars etc for getting work will increase. The over development of villages and green spaces will add to the carbon impact of the area as more people will have to commute further (see your own question re the distance between local resources)

We need to encourage development to places that will result in fewer car journeys and more by public transport, walking and cycling.

The largest settlements already have the best facilities and will minimise car travel and other impacts. Dispersing development to rural areas will increase car usage and damage the rural countryside. Specific new developments are not sustainable even at the level of 1,500 homes either.

Other comments

Seems right to me. Thank you.

Building near towns already developed seems logical to me.

Best of a bad job.

Using sites in Liphook for example means access to major routes will cause considerable detours in emergencies unless the road system is sorted to avoid the Centre to get out to major route A3 from all sides of the village

Probably the best way to reduce the strain on services.

To reduce environmental impact on areas that currently have large areas of green space and wildlife

Although Option 2, is the best option, work needs to be undertaken to strengthen the proposed development strategy to ensure all priorities of the draft Local Plan can be achieved.

Largest settlements have more developed facilities, employment opportunities and in turn larger populations near the large centres will revitalise high streets. A new settlement allows a modern development with supporting infrastructure. Most villages and settlements should have settlement boundaries and dispersed developments should concentrate on infill via redevelopment or development of sites with potential to add one or two houses. This causes minimum disruption and breathes life into smaller villages without destroying the character by larger inappropriate sites.

Option 2 is the most appropriate, although the option should state concentrate new development at the larger settlements, given that such developments are likely to primarily involve the provision of extensions to the larger settlements rather than sites within the existing settlement boundaries.

None of the options are suitable.

Option 1 places Medstead and Four Marks into a totally inappropriate Settlement hierarchy rating. Recent surveys demonstrate how inappropriate this change in rating would be, especially with regard to population behaving in line with a 20 minute village.

Option 2 would result in too many houses in inappropriate locations in many cases, with unmanageable traffic, congestion and pollution (e.g. FM & M). In M & FM it would also exacerbate the existing flooding and subsidence issues.

Option 3 is not clear, and it may be that the if population increase has not been planned very well, then more houses would exacerbate problems.

OPTION 4 May make sense if it's in the right location, including close to a mainland railway station, and a new town is created, with the right sustainability credentials and the land is ideal for building on. I would be concerned if it was built in disparate chunks amongst existing houses. Are there any alternative options we should consider? (Y/. This has been taken from SMASH's response to Reg 18 If yes, please explain.

Always have the future demographic of the district in mind).

1. Start with Brownfield sites should always proactively look here first
2. Further investigate and encourage the use of EHDC owned land, e.g., Penns Place
3. Standalone self-sufficient, purpose built, (not village add-ons), Garden Village as envisaged by the Northbrook Park plan. This would impact the least number of existing communities, make efficient use of land and support climate policies more fully e.g., a true 20 min neighbourhood concept could be designed. May require compulsory purchase options.
4. Settlements that are defined as Large service centres - some building by diffusion not mass housing estates
5. Settlements defined as Small service centres - modest building based on local need only & existing facility infrastructure capability.
6. Settlement defined as hamlets/small rural villages - minimum building focused on local need (affordable housing) and link to nearest facilities. In addition, there are over 400

properties that have been empty for 6 months or more in EH according to the Department for Levelling Up, Housing and Communities. Robust Council policies should be put in place to attempt to bring these dwellings back into use and which again would lower the requirement for building new properties in the district.

Notwithstanding the above rankings, Stagecoach does not find that the spatial strategy options as set out at DEV1, is especially helpful. No one option is ideal and all have serious constraints. They imply a serious and inappropriate degree of policy pre-determination and prejudice.

None has regard explicitly to the opportunities for sustainable mobility, though option 2 and potentially Option 3 might tend to support higher levels of walking and cycling. None of the settlements are self-contained, even the largest at Alton. The second largest at Bordon-Whitehill has serious deficiencies in terms of its ability to support a high level of internalisation and its public transport connectivity in many directions is marginal and will struggle to secure sustainable improvements sufficient to make bus service use an attractive prospect for most. The best such prospect is the link to Farnham.

There are serious constraints to the expansion of all the larger settlements even Alton through contiguous urban extensions that directly tie into the existing urban edge. However a single new settlement creates a range of serious issues, not least the complexities and length of time involved in bringing them forward and the fact that housing delivery is concentrated in a single place which is likely to set up as many new mobility demands as it creates long-term trip internalisation. It should also be remembered that even large-scale government promoted and built New Towns conceived and delivered at a time when car use was a fraction of today's, struggled to achieve the internalisation that was hoped for.

The Local Plan vision and objectives set out to achieve delivery of the most sustainable homes in the most sustainable locations. For this to happen any spatial strategy must be to be evidence-led and, in particular, influenced by transport evidence. Stagecoach finds it dismaying that EHDC has not revisited this evidence in this consultation exercise given its foundational importance in defining a soundly based spatial strategy.

Option 1: Stagecoach has great concerns that the Option 1 strategy will simply open up the plan to widely distributing development to a range of settlements based on little more than expediency and lack of landscape ecological and heritage constraints rather than one that maximises the opportunity for sustainable transport. This strategy, if it is informed by the flawed approach to a revised settlement hierarchy that ignores the complex spatial interaction of different employment clusters within the District, will tend to lead to needlessly complex and extensive patterns of spatial interactions and allocate development that lead to dispersal of traffic flows and higher car dependence, rather than a strategy that creates greater density of flow on key corridors, where public transport can meet a radically higher range of mobility needs. It is therefore likely to result in unnecessary vehicle kilometres, emissions and congestion. In this context, Option 1 could well actively work against the stated vision and objectives, unless the settlement choices and hierarchy reflects the potential for public transport corridors. At the moment it does not. Option 1 COULD therefore provide a sound basis for planning the District and even the most sound - but based on the current consultation it is unlikely to.

Option 2: Stagecoach broadly endorses and supports the principle underpinning Option 2 that the largest settlements are likely to be more significant attractors of trips within the District, such that delivery of new housing in the largest settlements will create proximity benefits which would increase the opportunity to travel by non-car modes, reduce vehicle kilometres and emissions. However, there are limits to how far Alton can grow without

breaching clear limits to growth, and having new urban extensions struggle to be properly integrated with the town. Serving these with public transport could also, perhaps paradoxically, be almost impossible. This has been exposed quite comprehensively in research work by others such as the Transport for New Homes campaign group. We think there is clear evidence that points to a linked new village such as at Chawton Park Farm, that could avoid these issues to a great extent including through self-containment within the new development. However this Option in broad terms is predicated upon opportunities to secure a compact extension of Alton, and we do not see that any such opportunities exist on a conventional sense, of urban extension, on a significant scale. Nor can it be assumed that sites on the edge of the largest settlements, such as Alton, and Bordon/Whitehill, will inherently have access to more comprehensive facilities and better public transport options than smaller settlements. Nor is it always the case, especially at Whitehill, that the options that have been looked at previously would be necessarily be better positioned to deliver the 20 minute neighbourhood principles and have better access to existing walking and cycling infrastructure. We made these points very directly in our 2019 response to the site options presented at that time. We invite the Council to review these responses. Consequently, while it is reasonable in the context of this spatial option to suggest that only positive impacts on greenhouse gas emissions would result, this is not necessarily the case. It could, perversely, lead to poorly integrated suburban appendages to the larger settlements from which the only credible option for both local and longer journeys would be to drive.

Option 3: Stagecoach again recognises that the principle of a population-derived spatial strategy could replicate the broad results of Spatial Option 2. In this context, both the physical size and population size are likely to imply of a higher range of local amenities and employment opportunities. However that in turn assumes that any of the largest settlements offer a broad range of opportunities and are broadly self-contained. These assumptions, looking at the evidence, are not well enough borne out even for Alton. Only by locating development on high quality public transport corridors offering sustainable connectivity to a range of destinations particularly the 64 route - is the plan strategy realistically able to tackle this issue.

Option 4: Stagecoach has very great concerns about the new settlement option, as it expressed as a stand-alone option, for a number of reasons. The strategy implies the concentration of development at a single new settlement allocation. This is inherently high risk and also spatially highly contrived. Even siting the new town on a public transport route - which it must be to be remotely sustainable may well not lead to all or even most residents having a sufficient quality of service to avoid car dependency, if many outlying parts of it are a considerable distance from the station or key bus stops. That said a flexible approach in this matter is almost certainly going to be necessary as applying a crude 400m walking distance to bus stops is highly unlikely to be feasible or appropriate. There are major questions about viability of such developments as well as lead time for developments that are viable. For certain, the need to deliver housing in the near term runs counter to the fact that a single large-scale new settlement of over 2000 homes is unlikely to begin to deliver until later in the Plan period indeed well after 2030 - and there is a still bigger risk that the plan fails entirely leading to the need to retroactively identify sites outside the plan-led system. Stagecoach believes that focused development in range of localities well related to sustainable movement corridors is likely to require more than one new and/or expanded settlements. This is rather different to the monolithic Option presented in Option 4, which has no regard to pursuing a spatial pattern that facilitates a much greater use of public transport to meet mobility needs. In fact we find that commonly, larger new settlement strategies reflect a BANANA approach: build absolutely nothing anywhere near anyone. Remote exclaves of development are thus proposed that are at the extremities of the plan area exporting both housing delivery and any immediate impacts and externalities to the edges of the plan area, or at least, remote from significant

existing communities, which could easily be viewed as being preferable by being least politically contentious. Extremely ambitious supporting infrastructure programmes are involved, reflecting their relative remoteness and the fundamental challenges of transport economics. The consultation document refers to a new settlement of a minimum of 1500 homes. This is a new village not a new town. It is thus not clear what the plan actually envisages. A development of this scale is sufficient to provide a base level of self-containment local convenience store and primary school. Any new residents would be reliant on off-site provision of a wide range of services of which secondary education stands out. It is also likely to lead more demand for car-borne commuting unless the settlement is well served by a quality public transport corridor. Stagecoach considers that new and expanded settlements are likely to be a large part of the answer in East Hampshire, but only if their siting and design is clearly steered by immediate access to a high quality public transport choice.

As a general principle Belport consider that growth should be directed towards settlements and location with a good range of services and facilities and with good access to higher order services and facilities. We consider that is best reflected in Option 2. By way of illustration Holybourne has a good range of services and facilities within the settlement and has good access to the higher order services and facilities in Alton (including regional public transport connectivity). Thereby Holybourne is demonstrably a suitable location for accommodating growth. It is thereby noted that Holybourne is identified in both Option 1 and Option 2. The scale of that growth in suitable location should be determined with reference to settlement specific constraint and opportunities as well as site specific considerations and development proposals which successfully address these considerations.

Housing growth should be distributed proportionately to focus growth in the most sustainable locations. EHDC benefits from a number of sustainable and accessible settlements. Whilst the availability of land needs to be fully understood in each of these settlements, it is clear that Liphook has a significant area of land which is suitable and available for development to the south east of the settlement. We therefore welcome the Council's recognition of Liphook as a tier 1 settlement.

We support the Council's intentions with regard to the 20 Minute Neighbourhood concept, so far as it applies to Liphook. The Settlement Hierarchy Background Paper sets out a sound and methodological approach to defining the 20-Minute neighbourhoods, by reference to village centres, primary schools, and mainline railway stations. Liphook contains each of these and their relatively tight distribution means that a significant proportion of the existing settlement falls within the proposed 20-Minute Neighbourhood Area. Notably, this includes the large undeveloped area to the South East of Liphook which has in the recent past been promoted as a Major Developed Site by a consortium of landowners and developers.

Whilst we respect EHDC's request for these representations to be non-site-specific, ultimately EHDC will need to understand the relative availability of suitable housing land within each of the settlements before being able to settle on a chosen Spatial Development Option. We can say with certainty that Liphook has a large amount of available land, to the south east, which could accommodate a significant proportion of the district's housing need.

The Settlement Hierarchy Background Paper provides a valuable piece of up-to-date evidence in order to rank the district's settlements in terms of their relative provision of services, facilities and accessibility. We strongly support the inclusion of Liphook within tier 1, which accurately reflects the size, function and accessibility of the settlement. It is clear that a large proportion of housing could be provided within the proposed 20-Minute

Neighbourhood Area within one of the top tier settlements, and ultimately the chosen Spatial Development Option must ensure that Liphook takes a significant proportion of the district's housing requirement.

We wish to take this opportunity to highlight that within the Regulation 18 consultation under the section Development Options, Option 2 contains a misdrawing of Liphook. It is a tier 1 settlement so the blob should be larger than is currently highlighted on the Option 2 map.

To note, where Parish Boundaries come close to and abut the primary towns of the District, it'll be important to ensure that these areas are explored fully and not hindered in the site selection process due to such administrative boundaries. An example to this would be LAA/MED-004 (Timbers and Woodview Place), which while within the Parish of Medstead, is geographically related to Four Marks and its associated services and facilities. Indeed the land was identified within the previous iteration of the Local Plan to be brought within the settlement boundary. Since that time, Alfred Homes has been selected as the development partner of the landowners of the site, strengthening the deliverability of the land. To conclude, while this current review of the Local Plan does not seek to identify sites and is seeking to establish broad principles on the location of future allocations, we would we request that the more minor settlement boundary amendments such as that at LAA/MED-004 are carried over to assist in providing continuity between the Plans, and which could come forward within any of the Options as presented without affecting the overall spatial strategy.

DEV2 Why have you ranked the options this way?

Reasons given by those who ranked 'Development Options - Option 3: Distribute new development by population' as their preference

Infrastructure

It seems logical that more homes require so much additional infrastructure. It is more sensible to be improving and adapting the existing infrastructure in the already larger communities than to expect smaller settlements to absorb more people and all their additional infrastructure needs into already overstretched services: roads, water run-off, energy supply, communication requirements, schools, medical services, retail services...Why tear up more green land and increase the pressure on communities already poorly serviced when most folk want to be in more human-centred communities with easy access to transport?

If development is concentrated in the largest settlements the infrastructure won't cope and the 20 minute idea will quickly be untenable as the towns grow too big.

Linked to the need to provide more health care and range of education.

The process of adding to existing larger towns, while the norm for development to date, has not led to improvements in overall infrastructure and connectivity. Considered developments in smaller areas, with some development in existing larger towns could help address the many issues of poor rural services and help us re-think the existing model of driving to access centralised services. The option of building where there is higher population seems appropriate and could apply to any of the other three options. A new town, while problematic in some ways, could also offer an exemplary blueprint for a truly

sustainable project that responds to the climate emergency and retains the character of the Hampshire market town - anything that sets an ambition for development beyond the current "by the field" approach without addressing transport and pedestrian improvements, would be a positive step for planning in the area.

Proportionate / flexibility

Option 3 enables growth to be proportional this allows settlements to grow at their own proportionate pace. Option 2 enables new housing to be provided where there is the greatest level of existing services Option 1 comparable to option 3, however, it is none specific as to the level of distribution and so could lead to a disproportionate level of provision in smaller areas if not done by existing population, as such as an option, it is an uncertain one. Option 4 a new settlement would have no pre-existing heritage, custom or character. Hence the lowest rating.

We consider that Option 3 is the most favoured option. Simply allocation overall numbers to each of the 3 parts of East Hants, provides the LPA with the maximum amount of flexibility when it comes to allocating land for housing. For example, it could allocate a large site Whitehill/Bordon in the north-east segment, as suggested by option 2, which may be its preference. However, in the other segments, it may prefer to allocate smaller sites to smaller settlements, such as Ropley, as suggested in Option 1. The greater amount of flexibility gives Option 3 the advantage over the other options, in our opinion. For these reasons, we consider that Option 3 is the best option, with Option 1 running it a close second.

Brownfield

Seems sensible to build more where people already live. You don't mention brownfield sites: they should surely take priority over all else.

Sharing EHDC evolution across the population. No significant large scale "damage" to one or a few areas. Likely improved use of brown field sites, or "unused" small plots. Higher chance of individual developments and to higher quality.

Climate change

To reduce the impact on our landscape, ensure population is based around settlements for climate/travel reasons.

My overriding motivation is to minimise the impact of new development on our remaining natural spaces and to minimise building and transport emissions.

Other comments

Don't know - just feels right
Quicker to expand than to start from nothing.
The area targeted for new town status should take the most development.
The actual number of new houses needed is low. We need to consider the availability of the existing housing stock
The largest centres of population will be better equipped to cope with the increases in population
This is not easy to rank. Option 3 in my opinion provides more flexibility and this is necessary since there is no 'one size fits all'. Option 4 could be good if located away from existing settlements - preferably using a brown field site. If added to any settlement other than a sizeable town, option 4 would greatly change an existing settlement for the worse. Option 2 may work in the largest settlements e.g. towns like Alton, provided that the access and local roads are adequate and are likely to help the local economy. However if option 2 means a return to the large projects proposed around medium settlements e.g. Four Marks, then it should not be adopted because of the extensive damage to amenity and character that the medium settlement would suffer.
My overriding motivation is to minimise the impact of new development on our remaining natural spaces and to minimise building and transport emissions.
Maintain character and protect nature
Non of these will have any effect as there is a real imbalance to NP to non-NP land and this needs to be addressed.
It is time to spread development to towns like Liss and Liphook.

DEV2 Why have you ranked the options this way?

Reasons given by those who ranked 'Option 4: Concentrate development in a new settlement' as their preference

Infrastructure

A new settlement can be built with the doctors, schools, shops, etc. that people need, so existing facilities won't be overwhelmed. However, dispersing settlement could help smaller towns and villages to keep their community facilities because there will be demand for them (eg village shop may not close).
Because concentrated development either already has, or will have, better access to community facilities and infrastructure, as opposed to dispersed settlement which will have few facilities and will rely almost entirely on individual transport on an overstretched road network. In areas which have, or will have new infrastructure will also be

<p>The infrastructure is my highest concern. I think this option gives the most chance of prioritising that. I have already seen the effects of development in the smaller villages and to the sides of ribbon developments - it is catastrophic for traffic and lack of access to services and transport. I have ranked the wider range of settlements last for this reason.</p>
<p>To secure infrastructure as part of a master plan for a new settlement.</p>
<p>Larger sites with appropriate facilities and infrastructures are more sustainable. This is not the case for Tier 3 settlements and hamlets. It is preferable to have housing located on larger sites, rather than reducing the available farmland and green spaces on multiple sites.</p>
<p>If building a new settlement all the necessary infrastructure can be incorporated from scratch rather than trying to squeeze into an existing system. That way all the environmental and social factors can be accommodated effectively</p>
<p>This is about critical-mass and sustainable infrastructure, rather than a piece-meal and fragmented development of which too much has already been seen in EHDC and other areas.</p>
<p>There are insufficient facilities in the larger settlements and recent 5 years development have made the situation worse as this has not been addressed. Insufficient doctors and medical facilities, making it extremely difficult for people today to get the appropriate access to health care. For example the Bently surgery closure. Infrastructure also needs to be properly developed - again recent developments have failed to provide traffic improvements, instead funding has just been transferred to an alternative sight, such as the Alton Sports Centre.</p>
<p>Only option 4 would allow infrastructure to be put in place. None of the other options would do this where much needed infrastructure is absent.</p>
<p>To reduce the chance of overwhelming existing infrastructure</p>
<p>New Settlements give designers more opportunity to design an appropriate infrastructure to support the number of houses. Forcing new developments into an area not designed or where an appropriate infrastructure is not suitable will add to more congestion and pollution.</p>
<p>I don't have much times for the structure of the options. I would think that, bearing in mind the constraints and pressures on the existing settlements, the logical thing to do would be (particularly in view of the need to address climate change) to create a masterplanned new settlement, near to a station and other walking/cycling distance infrastructure. Changes to the site's environment and the way that it is built out can be developed in tandem.</p>
<p>Larger strategic sites bring in more CIL and infrastructure opportunities. LA can then focus money on upgrading infrastructure in existing settlements.</p>
<p>Developing a garden village with the correct level of facilities and connectivity would be the obvious choice.</p>
<p>The current infrastructure and services cannot support the increase in population while there is a complete lack of affordable housing in the district for young people who grew up in the area. Concentrating the development in a new settlement would allow for the</p>

construction of new infrastructure and the provision of services that are needed to support the new housing population. Dispersal of new developments would put less pressure on the current infrastructure and services at those existing locations although local investment would still be required to support the extra population. Largest settlements tend to have better infrastructure and services, and although these still may not be ideal, the larger settlements can absorb an increase in population with minimum disruption compared with other smaller locations. Larger populations can be located in a town or may be due to previous speculative new housing developments that lack infrastructure and services. Allowing more development in all highly populated locations is only going to make matters worse where infrastructure and services cannot support the existing population.

New developments should be near public transport and particularly train links

Option 4 is the best way to ensure that the required numbers are achieved, alongside the appropriate infrastructure needed. All the other options run the risk of sites being promoted which have already been rejected by the Planning Inspectorate at appeal. Any site already rejected as unsuitable on environmental grounds is likely to be unsuitable in the future.

In the past there have been a lot of add ons to existing towns and villages, without improving the infrastructure, supplying additional services. A new area or new town would allow large amounts of housing to be provided along with the associated services.

Adding substantial house number into areas with insufficient infrastructure like Medstead and Four Marks has substantially reduced the pleasure of living there. A new dedicated well designed eco Garden Village would be a proud addition to East Hampshire as opposed to the Ad Hoc development to date

Might give the best chance for infrastructure to be matched to population

Many of the existing villages and towns are at capacity with regards to road , schools , pharmacy's, GP's and utilities - developing a new large site with new dedicated infrastructure would avoid over burdening existing communities.

Option 4 is my only choice as it provides the numbers of houses required with all the essential infrastructure. Longmoor Camp can provide the space for thousands of houses and has excellent road links and could also have a railway station.

For more infrastructure in the case of south medstead the railway line should be opened so less cars have to travel . And new shops and school for infants and existing school used for the older children.

new settlements stand a better chance of getting the correct infrastructure in place. Similarly for the larger settlements. Spreading new housing without considering infrastructure will result in a poorer life quality

New settlements can provide all the new infrastructure required and should be the primary way in meeting the housing requirement for the district. Areas within the SDNP should not be discounted for a new settlement. Piecemeal development spread through the district will not provide improvement to infrastructure and should be avoided.

Creating a new settlement (Option 1) gives East Hampshire the opportunity to build a purpose-built community based upon the 20-minute neighbourhood principles with the appropriate infrastructure built ahead of new homes. A smaller percentage of new homes

should then be distributed by population (Option 3) with the majority of these being located in the largest settlements (Option 2) and very few, if any, placed in smaller settlements (Option 1).

Many of EHDCs existing towns and villages are already suffering from new developments which have given no improvements to local infrastructure. With HCC saying they will not build new roads to accommodate higher levels of traffic the only way infrastructure improvements (roads, schools, shops, utilities) can be obtained is if developers build them in a cohesive planned development.

To avoid short term thinking that sees new development without the infrastructure to sustain it.

I would be concerned by continued growth without the infrastructure such as nurseries, schools, GPs, pharmacies. So having a development in its on right best promotes this. I am concerned that by population seems to disproportionately spread housing development across areas in terms of space available and the potential for new infrastructure, for example Alton and surrounding villages is a large rural area although I don't know it well, so there may be more space to develop housing and infrastructure whereas in Horndean/Clanfield I think this would inevitably add strain to existing services. Bordon area is somewhere in the middle but has had lots of new growth recently and having to expand infrastructure already to support this. Any new housing is likely to negatively impact on the environment so I'm not sure how to rank in this respect. I am not sure about my 2/3 options and which way around I think is best.

It concentrates new build with the provision of adequate services and infrastructure rather than placing strain on multiple existing areas

There has been massive amount of new homes already in the largest towns and settlements but without the investment in the infrastructure and services to support the higher population. If new homes were concentrated in a new development these issues would have to be addressed rather than swept aside.

The strain on existing infrastructure and services, along with the adverse impact on the nature of established communities are the principal objections to imposing new housing on existing settlements. These challenges are best mitigated by developing entirely new settlements, or by spreading the impact as broadly/thinly as possible. New settlements are most favoured as this provides planners with the best opportunity to carefully plan for the required provision of infrastructure / services, for the requisite attention to environmental concerns and for the development of effective communities in tune with modern ways of living and working. It is also worth highlighting that many of the proposed sites for the development of existing settlements would impose a high volume of new residents onto infrastructure that is not easily expanded to accommodate them.

We should not continue to push more development into areas that have already taken a disproportionate amount of development over the last 10 years. Some of these are now struggling with infrastructure and transport issues. Building a new development is the best choice to take the bulk of the new development because services, infrastructure and transport links can be put in place to accommodate them

New towns could use new techniques for insulation, roads, cycling highways, paths to schools, building in existing towns just increases issues with cycling, walking, air quality, and ultimately leads to parking issues road congestion bad air etc.

Piecemeal development has now overloaded most existing settlements, with infrastructure (roads/transport, health and schools all struggling to keep up). A properly planned new development, with its own infrastructure would be greatly preferable.

Existing towns like Bordon and Alton are already over developed, new developments would promote new infrastructure.

Less impact on other settlements

Depending on where the new settlement appears it could be managed in a better way with a higher concentration of effort in getting it right. May put less pressure on existing communities and change the landscape less across the district. But, it will depend on where the site is chosen

A new settlement would by far be the simplest approach, with least impact on existing communities and with the potential to deliver the required infrastructure from the outset.

Where I live there has been too much development already. Further development will destroy the village completely

Far too many houses recently built in and around Alton, Four Marks, Medstead and Bordon without expanding local services and facilities. Options 2 and 3 would make the situation worse. The SDNP should take a larger share and Petersfield, in particular should take its fair share of new development.

Best way to avoid destroying existing smaller communities, especially where existing infrastructure is already under pressure, and puts new development in best proximity to adequate (new or enlarged) services and facilities.

There is less negative impact on existing rural communities.

Over the last 10 years there has been massive overdevelopment of some areas damaging the community cohesion and health of those sites. This cannot go on indefinitely. New communities should now be sought and allowed to develop to relieve the hit on those that have taken the burden so far. Also small villages should be allowed to grow so local facilities shops/pubs/schools stay healthy.

Climate change

The following are examples of the success of Option 4 in previous times and other areas :- Welwyn garden city, Basingstoke, Bracknell New Town, Milton Keynes and there are others. Options 1,2 and 3 will place all housing on the very areas that have born the brunt of housing development over the last 20 years or more. Option 4 allows us to start with a "clean sheet" on which to plan new settlements fit for the 21st century with 21st century infrastructure and services with zero carbon homes fed by wind and solar sources that are less likely to be objected to by the indigenous locals ---because of their locations.

The new climate change will bring new challenges to existing large settlements and over density population with its issues as extending of rush hours times creating a high stressful environment.

Option 4 - with possibly many more than 1,500 would enable many LP Climate and active travel objectives to be satisfied as has been found in Whitehill and Bordon, and to a lesser extent, at the Land East for Horndean site. Facilities that can never come from smaller sites can be provided. Near to a main line rail connection and /or major road would be an advantage. Option 1 would help smaller settlements to grow and avoid becoming predominately older people. Option 2 It takes development that would otherwise keep small villages vibrant and viable. Option 3. If areas of high population are already putting a strain on services, this might not be a good option.

Strategic location

a new settlement could be strategically placed to take account of where people work, minimising car travel etc and should incorporate facilities such as schools, shops.

Validity of question

I mean, what a pointless question. Those in the towns will say spread evenly, those in the villages will say spread in the towns. Utterly pointless question

These option are too simplistic and not optimal. Building stand alone garden villages with all facilities would be the ideal. Northbrook Park was a case in point but EHDC whilst initially selecting this type of option, subsequently rescinded that decision due to unexplained reasons. If the old settlement hierarchy is applied then tend towards option 1. Not massive bolt on estates to semi-rural/rural villages taking up valuable farming land

Other comments

To select the most sustainable option.

Existing large villages already being destroyed by over development

Four Marks has already had too much with no extra infrastructure - time for somewhere else to be overburdened - we are full!

The areas outside the SDNP also have beautiful surroundings. These should be protected in the same way as within the SDNP, and not stop just because of some arbitrary political boundary. Creating one larger area may mitigate this.

The burden for new housing always seems to fall on the existing towns and villages. In the modern era, there is no logic for this. However much we might like to think that a transport system will reduce the number of cars. It won't - vehicles are becoming greener anyway. Most households have goods delivered by Internet shopping. Planning policy should be reviewed to reflect this, community shop should be encouraged and even supported by local authorities and villages and towns that have existing service centres should not be penalised. For this, planning policy should encourage the provision of new local shops and be prepared to support these as the local community grows around them, not to continually add to existing housing stock around settlements.

With careful thought we could create a beautiful place to live particularly if we can persuade South Downs to support the scheme. It could be so wonderful as to attract tourism and business opportunities into the area and provide idyllic services, green space and facilities for our young people and their families. If South Downs takes its share of housing option 1 becomes a possibility- expanding houses around more of the towns and villages and using existing infrastructure. Option 3 and 4 are currently not fair residents would lose their green space and amenities whilst subsidising unused land in the designated park area.

So, let's get this right. Unfortunately, for most residents in Easy Hampshire, Petersfield and Liss are included within the National Park, yet these communities benefit from regular railway services into major cities and towns - Guildford, Woking, London - yet Petersfield and Liss, I gather, are given protection from much more housing provision. So, you could use Alton and its surrounding villages for more dense housing as it doesn't have the National Park protection, but it does have great railway services to major towns and cities. Bordon and Whitehill already has some of the greatest and most dense housing provision already, but it doesn't have a railway infrastructure, or buses for that matter, so if you build more houses in the Bordon area, you are merely creating much more traffic on the roads as there's insufficient varied employment available to sustain those people moving into the area who can afford to buy or rent homes here. The area surrounding Liphook could probably take more houses as they have a railway service to major towns and cities, a supermarket and BANK. Focus on placing housing in those areas where there is already a strong transport, medical services and employment infrastructure already in existence. Take Petersfield and Liss out of the National Park protection and build in these areas. I'm sure there's nothing stopping these areas being taken out of the National Park protection and freed-up for housing provision. EHDC could always allow some of the villages surrounding Petersfield and Liss to retain their National Park protection. It's just with railway and transport provision in existence already in Petersfield and Liss they are ideal opportunities for more housing because their infrastructure or proximity to healthcare, shops and banks lend themselves to being just right.

In addition to the climate emergency, we are in the midst of an ecological crisis. And yet, outside of the NP, East Hants seen considerable damage to its rural environment due to over-development driven by unsustainable, centrally-determined housing targets. Instead of developing 20-minute neighbourhoods, EHDC has - until now - allowed the lives of residents to be damaged by urban sprawl around existing towns and villages, which are in turn poorly connected to other communities - effectively forcing people to own/run cars in the midst of a climate emergency! This is unsustainable. Particularly on the outskirts of those communities, we're seeing agricultural land being swallowed up to accommodate large houses that are often used as 2nd homes! Thankfully the government has at last advised that centrally-determined housing targets are now flexible - therefore the "minimum of 3,405 new homes by 2040" is highly questionable! Nevertheless, more homes will be needed in East Hants to meet demographic needs. However, in addition to tackling the climate and ecological crises, preserving agricultural land to cultivate food, and developing sustainable 20-minute neighbourhoods, it is the responsibility of EHDC to ensure that a substantial proportion of homes are TRULY affordable to buy and rent by people working in important but low wage jobs in and around rural communities. Since East Hants doesn't currently have many so-called 20-minute neighbourhoods with adequate infrastructure, EHDC needs to focus on meeting outstanding needs BEFORE poorly served neighbourhoods are allowed to further expand making the situation even worse. In the current economical climate this is unlikely to happen quickly! Therefore, in order to balance the various needs, a mixture of option 4 (where public transport can be easily be provided) plus options1+3 are probably the most sustainable solutions in the long term.

Firstly, I disagree with the original concept of this question. As set out in earlier responses, restricting growth in the SNDP area, particularly in the greater utilisation of the existing housing stock will lead to the ageing and ossification of communities leading to loss of schools, shops and facilities - this is fundamentally wrong - the housing needs should be shared equally across the whole of the district. Once we re-establish this vital principle, the next question is where to put the housing that is needed. I have to say the option of a new settlement (once increases in utilisation of existing housing stock has been done) is the most attractive. The land on the margins of towns and villages and the most important spaces for those communities, when talking about walkable 20 minute neighbourhoods, it is these important spaces that form the informal play spaces of childhood, the daily walking routes for dog owners, the easiest accessible spaces for the elderly to see nature. Develop these and you remove the accessibility for the whole community. Rather than this, there should be well planned and well serviced new settlements - which can better reflect the needs of the community if housing sizes, housing numbers are specified in a plan - rather than the just letting large scale developers deliver the housing that gives greatest returns to them!. Large scale developments of this sort are on a multi-billion pound scale and can attract inward investment from a multitude of locations from Govt (Homes England, OPE) and in the commercial sector. This makes the delivery of effective infrastructure - which 'consumes its own smoke' much more achievable than the half hearted piecemeal options of dispersal or urban extension, which never truly deals with the existing deficit in the infrastructure.

DEV2 Why have you ranked the options this way?

Respondents did not rank but provided a comment

Infrastructure already available. It does not increase traffic on A31 which already has seen huge increases in traffic in last five years

Facilities are already available including in Alton access to railway station. These centres provide local jobs and if new developments are not within these largest settlements there will be increased traffic from the other smaller settlements that have been increased in size but without the corresponding infrastructure. Traffic on the A32 has increased hugely in the last 5 years as smaller settlements have had increased building and this should not be allowed to continue.

Probably the best use of existing infrastructure

need to spread load of population for many reasons but infrastructure load in only one or two spaces will not work as we have seen and people relate better in villages than large towns

As in the response to other sections, providing villages/ communities are within reasonable access to the towns, development must be facilitated in the outlying villages to prevent their eventual transition to a small population and just occasional occupation of the houses by the second-home element

Gives a greater choice for residents to reside within the wider district rather than being herded to just one area.

Small local service centres are full up with new housing. New villages are needed, eg Chawton farm
Within this hierarchy there may be more opportunity to reuse brownfield sites and repurpose old industrial and/or farm buildings. Villages might benefit economically, though public transport MUST be improved to deter car use.
I think this is the order which looks after small communities best - I am concerned that small villages get swamped by a huge development and lose their character as a result.
Option 4 is only way forward
All communities need new homes in order to attract young families
gives people more choice in different areas
No new development north or east of B3002 or Bordon relief road. This should be the settlement boundary for the new town project. Crichel Down rules to be applied
Option 1 would seem to result in more balanced communities throughout the District. Would help in preventing overdevelopment of the larger settlements to the detriment of the existing residents. Villages could become more vibrant.
Petersfield should take a fair share
so as not to overcrowd villages that should stay as villages not enlarge beyond their infrastructure
The options ranked in this way appear to be the most sustainable option and allows the Council to consider multiple locations for housing. Development can not solely be concentrated on a new settlement, and this option needs to be considered in combination with other options, due to the long lead in times for a new settlement and the need for housing delivery within the next 5 years.
Unless you burden the denser areas you will diminish the difference that villages towns and cities have and the whole of east hampshire will be a suburban sprawl
I can't answer this without knowledge of the full impact any of these option would have
your buttons are not working- however build fewer homes in our region, your means of calculating housing numbers as put forward by the government have been proven to be flawed!!Try building more 2 and 3 bed properties and build fewer 4 and 5 bed ones
Dispersing development across all communities (at a scale that each local community can accommodate with its infrastructure and facilities) will avoid dramatically changing the character of one or two places while leaving other places unchanged. However, development must be in relative proportion to the size of the community receiving the additional housing, and must be supported with necessary social, community and transport infrastructure.
It is the option that will provide the best choice of housing in the district.
That order seems a logical way to allocate development with a view to achieving a good and sustainable community for both existing and new residents.

We agree with the Council's statement on page 61 that it's important that the process of site-selection starts from the right point of departure. However, as explained in our cover note, we are very concerned that the spatial options are currently being considered without reference to the historic environment. We trust that this omission is addressed as a priority in future work on the Council's spatial strategy.

The consultation document sets out the four Options and asks for these to be ranked in order of preference, but we consider there are flaws in each of the options as discussed below. Since we have not felt any option to be suitable or appropriate, we are not able to rank them. We propose a hybrid version (an Option 5, see below) based on sustainable development principles and which minimises adverse impact on the climate.

Option 1 - We support settlements of all sizes having development to meet their own needs, but would not favour expanding development to some of the smaller villages as they do not have the facilities, and development beyond their own needs would simply increase use of the car and so be unsustainable. We support in principle the concept of 20-minute neighbourhoods so far as this improves sustainability within communities and reduces use of the car. The concept might be usefully applied in the some larger towns with significant existing facilities but even then, with current patterns of travel to work across the District and the location of large supermarkets and secondary schools, we do not see how 20 minute neighbourhoods could realistically encompass all employment, retail and educational needs in any location. Further, the current settlement hierarchy is based on the evidence provided in Appendix D. We believe that this data is unreliable as: i) the scoring system distorts the data (eg it suggests that Four Marks has the same number of "convenience" stores as Alton) ii) some of the data is factually incorrect. We have identified more than a dozen errors (eg it shows there is no place of worship in Bramshott, Kingsley or Bentworth) This tends to illustrate the problem that a settlement hierarchy based on facilities is always a snapshot in time and so not a good way of allocating development over a Plan Period lasting to 2040. A revised settlement hierarchy based on potential accessibility to local services and facilities by walking and cycling suffers from the same defect. Accordingly we do not favour Option 1

Option 2- This option appears to be the most sustainable, and elements of it appear in our Option 5 below. However, we suspect that the intention would be for development of greenfield sites on the outskirts of the settlement and so promote car use and will rarely be consistent with a 20- minute neighbourhood. Accordingly we do not favour Option 2

Option 3 -It is hard to evaluate this option without having the data on the demography and population of the component parts of the district. As with a settlement hierarchy, population numbers are also a snapshot in time. The settlements with more facilities are likely also to have the greater population and it is difficult to see how far this Option would in practice differ from Option 1. Accordingly we do not favour Option 3

Option 4 - We see this is the most unsustainable, carbon intensive, suggested Option for the less than 4000, 1-2 bedroom homes needed over the Plan Period. Having regard to the high quality natural environment of the local plan area, we do not see how a large-scale greenfield site could be found of sufficient size to create a new self sustaining community, whether as a large urban extension or otherwise. This would probably require at least 5000 homes. New development local plan areas at Waterlooville and Whitely demonstrate that these are an intensely car dependent way of accommodating new housing, and so inappropriate in the context of a climate emergency. Accordingly we do not favour Option 4

Although this data is now somewhat aged, the 2011 census showed that East Hants has strong links to a variety of neighbouring districts, with no one area being a focus for inbound and outbound commuting. Figure 25 on page 54 of the Sustainability Appraisal Interim Scoping Report contains the following graphic which illustrates this: As such, it is not considered that it is possible to plan with any degree of certainty to place homes in locations where existing connections and links will be supported and enhanced, except to

place development in a wider range of settlements as suggested by Option 1. In addition, and with reference to NPPF paragraph 69 (or 70 of the 2022 consultation draft), small and medium sites make an important contribution to meeting the housing requirement of an area, and are often built out more quickly than larger sites, where delivery might be linked to large scale infrastructure provision. At the same time, paragraph 78 states that in rural areas, such as East Hampshire, planning policies should be responsive to local circumstances. Paragraph 79 goes on to state that housing should be located where it will enhance or maintain the vitality of rural communities. Although it is evident that further work will need to be carried out to better understand the capacity of settlements to absorb growth, for example in terms of infrastructure capacity, the most recent (2022) land availability assessment would indicate that it would be possible to accommodate various levels of additional housing in many of the communities identified under Option 1 without significant harm.

There is no none of these options to use so we have left them in numerical order M&FM NPSG proposes a new Option 5 : Focus new development on providing smaller, low cost accommodation to meet the needs highlighted by the demographic trends There are important demographic trends forecast for East Hampshire (c.f. the HEDNA) which confirm the need for smaller, low cost accommodation. The main areas of need are: - 1. For the ageing population 2. Young people trying to get on to the housing ladder 3. Those with no or low quality housing 4. Keyworkers on low wages This would focus on delivering new housing to meet the critical needs of these groups who form the communities housing need, rather than a high margin demand for yet more commuter executive homes for those moving out of cities and large towns. Whilst these are very disparate groups, they tend to have one thing in common they have a need for smaller, lower cost accommodation.

The main areas of need are: - 1. For the ageing population
2. Young people trying to get on to the housing ladder
3. Those with no or low quality housing
4. Keyworkers on low wages T

his would focus on delivering new housing to meet the critical needs of these groups who form the community's housing need, rather than a high margin demand for yet more commuter executive homes for those moving out of cities and large towns. Whilst these are very disparate groups, they tend to have one thing in common, they have a need for smaller, lower cost accommodation.

I think that none of the options as they stand are right for EH and I say this because: Option 1 could be reasonable strategy, if the original settlement hierarchy paper was referenced instead of the revised one, where I believe that certain settlements have been deliberately shoe-horned into a tier higher than they should be, in order to justify placing more housing in those settlements than previously. This could be totally overwhelming for some villages (like Medstead) and would destroy the character of those villages affected.

If the original settlement hierarchy was used, then distribution would be more equitably spread and this option would then give the smaller settlements the opportunity to meet their own needs locally. Also the need for very large developments on the edge of the medium size villages could be reduced so that a more constrained approach to numbers in those villages could be adopted.

Option 2 does use the original settlement hierarchy classification, but by not proposing that some development should be sited in the smaller settlements and thus spreading the housing around more locations, then this would not help local needs in those settlements and would mean that bigger or more developments would be sited in the medium size villages, several of which have had to endure excessive building over the last few years,

e.g. Four Marks & Medstead, which has already started to change the character of those villages as over 500 urban style houses have been built there over the last 9 years.

Option 3 does make some sense to build the houses according to where the population is located. However, this option does not indicate which of the settlement hierarchy papers would be used, therefore it is not clear whether the intention would be to focus the distribution just in the larger settlements or to spread it around to include some building in the smaller villages too. This needs to be made clear.

OPTION 4 I believe that a completely new settlement like Northbrook Park would be the best option. It would deliver new purpose-built infrastructure, could be much better designed along the idea of the 20-minute neighbourhood, would have easy access onto the A31, is 1.5 miles away from Bentley, therefore not affecting existing residents there and is close to Farnham (with a dedicated local bus service to the town) for when town facilities are required. However, as Northbrook Park no-longer seems to be an option, then I believe that Option 4 is not right, as bolting on to existing villages, such a huge number of houses, even with some community facilities added, is totally wrong and will overwhelm any village affected and totally destroy its rural character as the scale and design of these developments are urban in style and not in the least bit rural.

I do not believe that any of the options are the optimum approach for the distribution of new housing in East Hampshire. In my view, at least one alternative option should be considered. This Option 5 would focus on the key demographic trends in East Hampshire which confirm the need for smaller, low cost accommodation. Option 5: Focus new development on providing smaller, low cost accommodation to meet the needs highlighted by the demographic trends. There are important demographic trends forecast for East Hampshire (cf the HEDNA) which confirm the need for smaller, low cost accommodation. The main areas of need are: - For the ageing population - Young people trying to get on to the housing ladder - Those with no or low quality housing - Keyworkers on low wages

a) The Ageing population This is the most significant trend identified in the HEDNA. As Table 6.12 shows, 66% of the forecast growth in population in East Hampshire will come from the population of 65 and over. It is also noticeable that the forecast increase in the population of 65 and over is 13,034. Assuming that the average members of these households will be 3 or less that indicates a need for 4344 homes. This suggests that most (if not all) the new housing in the Local Plan should be built for this group. This group is not homogeneous. As it represents such a large percentage of the forecast growth, it is important that policies are designed for each of the component parts - The fit and healthy (who want to down-size) - Those that wish to move to a community for senior citizens - Care homes - Nursing homes.

b) Young people trying to get on to the housing ladder The HEDNA does not split out the increase in population for this group, but it is well known that there is a significant number of young people who cannot buy a home because they are generally far too expensive. Many people in this category will be looking to buy a property at or below the maximum that they can secure for a mortgage based on median earnings. As discussed above this is likely to be under £300,000. The HEDNA does highlight that some categories of market homes do meet this criteria. As can be seen from Table 2.2 in the HEDNA both flats and terraced houses are generally available at this more affordable level, and in character of this type should be encouraged.

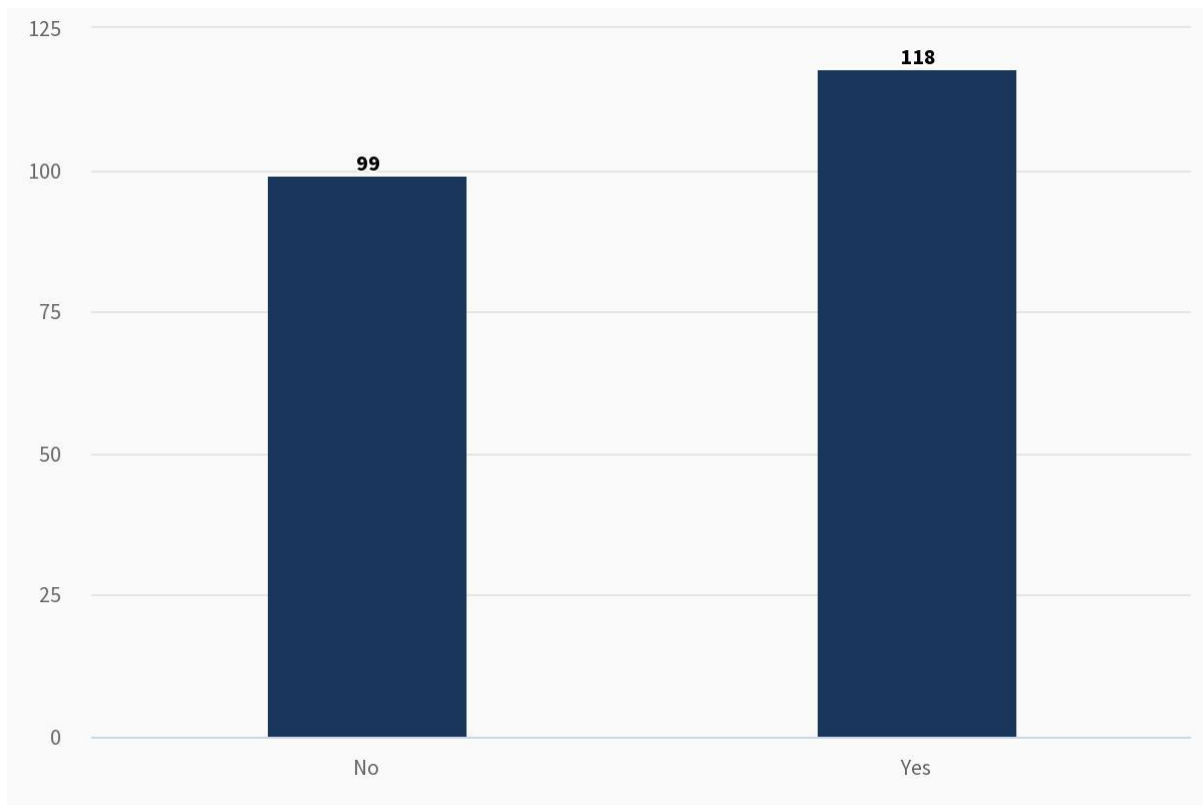
c) Those with no or low quality housing The data shown in the Affordable Housing Strategy indicates that Hampshire Homes Register calculate that there is a need for 1640 homes for people on their register. The data shows that over 80% of the need is for 1 or 2 bedroom accommodation. The Council has identified over 600 parcels of land in its ownership. Most are small and unsuitable for development, however, some warrant further investigation into their development potential. As stated in the Strategy, the distribution of

new housing in the Local Plan should be based on feasibility studies undertaken to establish which of these have the greatest potential for affordable housing development. The Local Plan should also include policies for all relevant forms of tenure with particular emphasis on Social Rented Housing.

d) **Keyworkers** There are many keyworkers who live in the District who have difficulty in accessing affordable housing. There is a real urgent need to provide affordable opportunities to this group of people either to purchase, equity share, or rent at an affordable price. Therefore, the strategy for the distribution of new housing should give consideration to Option 5. This would focus on delivering new housing to meet the critical needs of these groups who form the community's housing need, rather than a high margin demand for yet more commuter executive homes for those moving out of cities and large towns. Whilst these are very disparate groups, they tend to have one thing in common, they have a need for smaller, lower cost accommodation. The policies in the Local Plan on the distribution of housing should cover all nature of tenures (include Social Rent; Affordable Rent; Intermediate Rent; Shared Ownership; Shared equity and Rent to Buy) and focus on delivering dwellings that are - 1-2 bedroom - Terraced - Flats -

At a price that someone on median earnings can secure a mortgage for. At a rent that is no more than 35% of their net earnings. In terms of the location of the new housing, these groups would clearly benefit from living in existing urban areas where they would have ready access to all the facilities that they will need to meet their everyday requirements.

DEV3 Are there any alternative options we should consider?



118 respondents (54%) answered yes, and 99 respondents (46%) answered no.

DEV3a If yes, please explain

South Downs National Park

Greater development within the SDNP
Look at building on the Southdowns! So much space, and yet disproportionately large percentages of new housing are built on a small percentage of land
Take into account recent developments and where certain areas have already taken more than their fair share of the burden, look elsewhere – it's wrong that places like Alton get more and more houses yet no improvement to infrastructure whilst Perersfield continually gets by with contributing so little
Ring fence an area within the SDNP to take another significant proportion of development, rather than forcing it to the edges of the arbitrary boundaries that were created for self serving purposes
Refuse to do what the government dictates until the numbers are reduced to take into account all the sdnp land that can't be developed.

The SDNP large settlements should take a fair proportion of development
Revisit entire approach with SDNP.
Challenge the policy of "All the SDNP is covered by the same 'belt and braces' development restrictions". Segment it. Protect the rural vistas but enable development within existing towns where there is available land and infill option available to sustainably meet housing quotas and invest in the SDNP economy and communities. 2. Challenge the allocation of housing per district. East Hants is an exception nationally. Only 43% of land is outside a national park. That put undue and unsustainable pressure on it. East Hants should be allocated 43% of the overall allocation calculation due to land available / 'in scope'.
Get SDNP to take their fair share and actually deliver. Work to reduce size of SDNP within EHDC area. The majority of its area within EHDC can't be justified, eg Petersfield.
Developments on land that is within the SDNP but close to settlements within EHDC, but these development MUST count towards EHDCs housing number (or that housing number transferred to the SDNPA) as they will use facilities and infrastructure in the EHDC LPA.
Pressing the SDNP to take their fair share of new homes within their existing settlements, such as Petersfield.
See previous comments about SDNP taking a fairer share of new developments
EHDC need to tell the government that they have already built enough homes due to the SDNP
Widen the National Park and limit new development to portsmouth-Southampton region where rail network and airport is established
SDNPA could have a nation leading eco village set within it (NOT standard builders housing!) which could enhance the landscape.
Build a higher proportion of houses in SDNP, or on land bridging SDNP and rest of EH
Consider further growth in Petersfield as an exception to the housing numbers agreed with the SDNP, or consider significant expansion at Alton which has direct rail service to London possibly as a major settlement extension.
Consider a joint development that crosses the East Hampshire / SDNPA border as a solution for both planning authorities
South Downs National Park that borders the EHDC districts. There are dozens of unused fields, farm yards and disused commercial sites that could be allocated for housing developments and green energy sites without disturbing the existing wildlife and ecosystems. The National Park is not some sacrosanct location that is not answerable to taxpayers and immune to the increase in the UK population and the demand for more housing in Southern England. The SDNPA needs to work more closely with EHDC to provide more development sites especially affordable homes for young working people who grew up in East Hampshire.

I believe there are certain areas within SDNP that could take some of the strain away from the other areas. Every area should be considered and at the moment this large area isn't included therefore putting too much strain on the others.
Allow special development in the South Down park area or insist on reduced housing allocation elsewhere
build in Petersfield
Consider a joint site with SDNP e.g. Liphook which is partly inside the SDNP.
Include building with the SDNP
Petersfield, and other suitable settlement in the National Park, should take a fair share of the burden
Expand villages within the SDNP. By banning all new housing in the area, you are allowing house prices to increase and displace the local working population. Some SDNP villages can sustain modest sympathetic development providing smaller homes for locals.
Re balance the build taking into account NP to non-NP in this county.
Look at significantly more homes in the SDNP as many of the rural villages are not viable. This can be done without affecting the character of the national park.
I understand that approximately 40% of land within the East Hampshire District Council's area falls within the South Downs National Park and is therefore not under EHDC control from a house building viewpoint. I suggest that a totally new method of allocating building land be adopted. In the case of EHDC, the 40% allocation should be returned to the County Council. It is possible that the New Forest area could have a similar solution. When the total of returned planning numbers are calculated, the County council should then re-allocate the total number evenly across ALL the District Councils, including EHDC and NF. This means that arguments cease and proper planning can be the order of the day.

Brownfield / regeneration

Concentrate development on all brownfield land in the area.
Prioritise the redevelopment of Brown field sites
Only consider further development on brownfield sites
Strategy based on brownfield site redevelopment as the top priority in any of those scenarios.
Concentrate on brown field developments and repurposing of existing buildings
No building on ancient woodland, SINC's, other areas with significant biodiversity (as evidenced by HBIC data), flood plains/meadows. Priority given to brownfield sites.

Identify all brownfield sites that are underused, in poor condition or derelict and target these for low cost housing development. We need to avoid building on new Greenfield sites as far as possible.
Make developers build more on brownfield sites instead of greenfield.
Use brownfield sites as much as possible
Concentrate development within large towns and cities, redevelop rundown and brownfield sites
Develop Brownfield sites.
Push back against central government insisting that more focus and effort is needed to provide additional housing on brown field sites nearer existing large population centres and employment..
More should be done with brown sites and refurbishment of existing buildings in settlements before any encroachment on green land.
A clear distinction must be drawn around the opportunities for brownfield and in-fill development especially in villages rather than taking greenfield land for this purpose. Existing village communities must be protected when considering planning applications to ensure that a diverse mix of housing sizes and affordability is maintained. Conversion of existing smaller properties into large ones by adding significant extensions should be strongly discouraged in small rural villages.
Concentrate new developments on grey field sites, repurpose existing buildings that are no longer used (offices, shopping, commercial , factories, etc.), by engaging with landlords, encourage town center living with flats above, shops, etc. Be more creative and end the sprawl of identikit houses on non-descript estates!
make better use of old large scale industrial areas or existing housing
Option 5 Brown Field Sites as they are more likely to be near the centre of settlements and consider 2 bed terrace, 1 bed flats or maisonettes. - e.g. Penns Place ?
I would like to see more repurposing of brown field sites and empty buildings in town centres. Converting empty offices to blocks of flats may well suit people who are starting out or have no interest in gardening. Especially as these could be sold under a variety of different schemes which are more affordable.
Give priority to development on brownfield sites
Always use brownfield sites first and incentivise this option using tiered levy. Use EHDC owned land e.g. Penns place. Standalone garden village like Northbrook park not a bolt on.
Use Brown Field sites.
Always brownfield first option.
Focus, wherever possible, on brownfield development & change of use of existing disused or redundant buildings.

The government can no longer enforce housing targets. There always seems to be an abundance of housing etc. available on property sites, so why build more. Focus on redeveloping the areas that are rundown and in need of restoration. This will encourage people to move to these areas instead of newly built developments.

In option 2, you propose concentrating developments in the largest settlements and then include small villages such as Grayshott, Holybourne or Rowlands Castle in the list. Either you mean large settlements or not. Small village development invariably means green field developments; this is neither climate aware nor protective of space. There must be a rigorous assessment of all brownfield sites in EHDC before further fields are concreted over; brownfield development in not mentioned in your extensive paperwork.

New Option 5 - CPRE believes there is an alternative approach, which starts with Brownfield First and then moves on using a sequential approach designed to meet the requirement for new homes. We have termed this Option 5, which would accord well with the greater emphasis on brownfield development and small sites set out in the DLUHC Letter.

Firstly, build out existing permissions Then in sequence:

Increased densities in existing allocations

identify opportunities for smaller homes to meet demographics trends

Windfall allowance, small sites & large sites (more than 5 dwellings)

Brownfield sites. The Brownfield Register identifies sites for 366 dwellings, which is start. Yet the sites included in the register are constrained by the requirements set out in the legislation. We are confident that an Urban Opportunities Study and a renewed call for additional Brownfield sites would reveal more suitable sites.

Under-utilised land and buildings, eg Class E permitted development rights and changing role of High Streets

Urban regeneration - is there an opportunity to revisit the balance of retail and housing in the larger settlements? Car parks - build over to leave car park as undercroft

Re-allocation of land from other use to housing, Suburban densification, If there is still a requirement for allocations, then Urban sites, small Rural sites, small, to meet local need and avoiding both Valued Landscapes and the potential for gap erosion and settlement coalescence.

Infrastructure

No more house development until g.p/ dental/ schools/ shops are sorted

You should always measure the impact a development will have on existing and sometimes inadequate infrastructure. (roads, sewerage)

Flood risk and sewage capability

Development around train stations / develop new train stations

Getting Hampshire County Council on board with providing proper road system

Total new technology and towns, grid system, walkways to schools without crossing roads, including cycling lanes, parking for cars at the end of street or under houses, to help improve air quality, tree planting to improve air quality, local shops accessed by walkways with local delivery electric vehicles, local buses circular route around the town, electric powered. Etc

Type of housing

<p>Involve new construction partners, and facilitating more self build, instead of always relying on volume housebuilders.</p>
<p>It's important that we provide the right sort of properties to meet the expected needs. In EHDC these are a large number of growth in over 65s who housing needs.</p>
<p>Building houses suitable for older generation allowing older generation to vacate large houses where possibly only two live</p>
<p>Council housing</p>
<p>At the moment people whose families have lived in an area for many generations have no access to local affordable housing.</p>
<p>Given there is a significant requirement to house an increasing number of elderly relatives, a portion of this demand is probably best dealt with by allowing/encouraging residents to expand their own residences to accommodate relatives. And another chunk of this demand could be satisfied by the development of more capacity in supported living communities and elderly care homes.</p>
<p>Encourage greater occupation of existing housing and buildings. Examples could be spaces above retail premises or extensions to existing dwellings to provide annexes. Also any scheme to make down sizing more affordable or financially attractive. Do we need so many spare bedrooms? Can spare bedrooms be shared?</p>
<p>A new Option 5 M&FM NPSG proposes a new Option 5: Focus new development on providing smaller, low cost accommodation to meet the needs highlighted by the demographic trends There are important demographic trends forecast for East Hampshire (c.f. the HEDNA) which confirm the need for smaller, low cost accommodation.</p> <p>The main areas of need are: -</p> <ol style="list-style-type: none">1. For the ageing population2. Young people trying to get on to the housing ladder3. Those with no or low quality housing4. Keyworkers on low wages <p>This would focus on delivering new housing to meet the critical needs of these groups who form the community's housing need, rather than a high margin demand for yet more commuter executive homes for those moving out of cities and large towns. Whilst these are very disparate groups, they tend to have one thing in common they have a need for smaller, lower cost accommodation.</p>
<p>I do not believe that any of the options are the optimum approach for the distribution of new housing in East Hampshire. In my view, at least one alternative option should be considered.</p> <p>This Option 5 would focus on the key demographic trends in East Hampshire which confirm the need for smaller, low cost accommodation.</p> <p>Option 5: Focus new development on providing smaller, low cost accommodation to meet the needs highlighted by the demographic trends There are important demographic trends forecast for East Hampshire (cf the HEDNA) which confirm the need for smaller, low cost accommodation. The main areas of need are: - For the ageing population - Young people trying to get on to the housing ladder - Those with no or low quality housing - Keyworkers on low wages</p>

- a) **The Ageing population** This is the most significant trend identified in the HEDNA. As Table 6.12 shows, 66% of the forecast growth in population in East Hampshire will come from the population of 65 and over. It is also noticeable that the forecast increase in the population of 65 and over is 13,034. Assuming that the average members of these households will be 3 or less that indicates a need for 4344 homes. This suggests that most (if not all) the new housing in the Local Plan should be built for this group. This group is not homogeneous. As it represents such a large percentage of the forecast growth, it is important that policies are designed for each of the component parts - The fit and healthy (who want to down-size) - Those that wish to move to a community for senior citizens - Care homes - Nursing homes.
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- c) **Those with no or low quality housing** The data shown in the Affordable Housing Strategy indicates that Hampshire Homes Register calculate that there is a need for 1640 homes for people on their register. The data shows that over 80% of the need is for 1 or 2 bedroom accommodation. The Council has identified over 600 parcels of land in its ownership. Most are small and unsuitable for development, however, some warrant further investigation into their development potential. As stated in the Strategy, the distribution of new housing in the Local Plan should be based on feasibility studies undertaken to establish which of these have the greatest potential for affordable housing development. The Local Plan should also include policies for all relevant forms of tenure with particular emphasis on Social Rented Housing.
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At a price that someone on median earnings can secure a mortgage for. At a rent that is no more than 35% of their net earnings. In terms of the location of the new housing, these groups would clearly benefit from living in existing urban areas where they would have ready access to all the facilities that they will need to meet their everyday requirements.

Living locally

Two additional options could be considered: 20-minute neighbourhood option - Developments that result in new 20-minute neighbourhoods would help to prevent the growth of transport emissions. 20-minute neighbourhoods could be built from new or created by adding amenities and infrastructure to existing settlements, alongside new housing. Brownfield option - To the extent that some of the housing need could be met from brownfield site development and change of use of existing buildings, that could be an option that reduces financial and environmental costs and reduces the number of homes that need to be built on greenfield sites. This might include more focus on higher density developments, such as apartment blocks near to town centres and office conversions, which would reduce the land and environmental footprint of development and could be more suitable for district heating and other shared facilities. That might also help to cater for the expected demographic changes in the district.

Give priority in all cases to development of (i) 20 minute neighbourhoods that encourage active travel, community resilience and connectedness. and (ii) imaginative use of brownfield sites.

Mix

A mix of approaches as appropriate
see above a combine approach not just one is proposed

A combination of approaches need to be taken

At this stage it is impossible to conclude with certainty with Spatial Development Option should be settled upon. Further testing needs to be undertaken with regard to the availability and suitability of sites within and adjoining the settlements. Whilst we support elements of options 1, 2 and 3, the ultimate chosen spatial strategy is likely to be an amalgamation of the three.

Spread / distribution

As stated above, we need to revisit the option of spreading the housing needs across the whole of the district, rather than just the LPA area with limited delivery in the SNDP - we also need to await the outcome of the Government's current thinking - we can plan now but what happens if they change their mind (again!)

AS SUGGESTED ABOVE---SPREAD DEVELOPMENT SO AS NOT TO OVER CONCENTRATE

New towns/ eco towns / large sites

Eco towns

A completely new town well separated from current settlements

The selection of larger sites to minimise local facility dispersion and commute-to-centre carbon impact rather than smaller remote and access limited design

Basically - Develop and increase Option 4 to be a town of sufficient size to match the town centre of Whitehill and Bordon and use that expertise to do so. Plenty of towns with populations of 5-10k are excellent. Poundbury has a population of 3,500 - maybe 1750 dwellings. Build another Poundbury.

A substantial new garden town or village that is bolder than option 4 and can attract a national government contribution

We believe that none of the proposed four Options offers the best approach. We propose that a fifth option should be chosen, as follows: Create a NEW Garden Village of say, 2,000+ dwellings, but to be successful it should be built from first principles and have the following attributes:

Housing growth should be concentrated in a NEW settlement and not in a large urban expansion to one or more existing settlements. Located near a main line station, and a trunk road, a survey (conducted by SMASH in December 2022) show that 76% of people commute more than 20 miles and currently 82% travel by car; the right location is essential to avoid unsustainable commuting patterns.

Holistically planned: new garden villages should be holistically planned, with a strategic framework (masterplan) which is comprehensive enough to guide investment but flexible enough to evolve over time.

Built at a modest density, reflecting the need the areas ageing population.

Built simultaneously with its supporting infrastructure (or built after the infrastructure is established). Generating infrastructure alongside the new housing, means new residents can feel integrated as they move in, and that they do not spill into neighbouring village infrastructure (e.g. schools, doctors etc.) and cause overcrowding.

A single coordinated construction (albeit involving multiple builders) to a masterplan that can attract central government support

Can be built at scale and over time, adhering to the Council's climate change and environmental protection policies

Can incorporate the right transport infrastructure to minimize emissions.

Provision for a vibrant social life: new garden villages should be characterised by their social and cultural vibrancy. This calls for a clear and long-term artistic and cultural strategy and a flexible approach to design and delivery, to accommodate changing needs not bolted on to existing poor facilities with lip service paid by developers

Designed to provide affordable homes close to employment. Homes should be located a short distance from a range of employment opportunities and local facilities.

Delivering a successful new community requires a clear understanding of how assets generated by the development process will be managed in perpetuity. As reflects real world experience this Option is not as simplistic as the four proposed Options. In summary, the new garden village should not be crudely bolted-on to an existing village, causing a compromised environment for existing and new residents, but planned holistically and minimizing travel by close by employment and facilities.

Through previous Local Plan consultation exercises (such as the Large Strategic Sites consultation in 2019) the Council considered a series of large sites capable of, collectively delivering the housing requirement across the District, in sustainable locations and at a scale that would make a significant contribution to infrastructure delivery (owing to their size). That work should be continued and evolved to inform the development allocation process.

Infill

The currently planning restrictions on individuals are too restrictive. There is huge potential for infill development or building additional accommodation on existing plots. We would like to build an annex for our parents to be able to live close to us in their retirement so they can be close to family but this will not be possible due to planning restrictions.

In-fill between existing houses, to reduce the number of new greenfield areas that get built on.

Most villages and settlements should have settlement boundaries and dispersed developments should concentrate on infill via redevelopment or development of sites with potential to add one or two houses. This causes minimum disruption and breathes life into smaller villages without destroying the character by larger inappropriate sites.

Climate emergency

If global warming has the effect on sea levels anticipated, then large areas to the south of our district will be subject to flooding; in effect EHDC could become the South Coast We should at least consider the possible impact.

If Global warming does become an issue then EHDC will become the "South Coast" as our landmass will increase faster and possibly be subjected to greater rainfall thus greater flooding!

Housing requirement

Completely revise local targets. This has to be approached including more of the local area, not just East Hants

Per housing numbers reduce the commitment to lessen the impact.

Base it on the housing needs of each age group within the population numbers.

It would seem that we have been given a very high target of new houses, this could be looked at again.

EHDC should plan for enough houses to be built to meet demographic needs and no more, to avoid damaging the environment through over-development.

I always wonder where all the figures for "we need new houses" come from. If there are XXXX number of homeless people right now, where are they all living? Clearly they must be living in "homes" somewhere. Are they just renting perhaps? Clearly they aren't all on the streets. So where does the figure for "we need these new homes come from?" Seems to me the main people who benefit from new homes are home builders. Funny how so many of them appear to have done very well for themselves under the last few years of Conservative government and many are "mates" of the party and donate huge sums to it. If we really wanted more housing available, why allow so many people to buy 2nd homes, that they simply then rent out - and use as investments. Would it not be better to put those homes on the market, then we wouldn't need to rip up the countryside building new one's. Building new homes simply means more people buy more 2nd homes to rent to the

people who still can't afford to buy one. It's a constant chasing of one's own tail. Makes zero sense at all.

Relationship to other uses

It is difficult to see how any of these alternatives tie in with whatever the thinking is for commercial and industrial planning development for the EHDC, and surrounding authorities. This really does need some thoughtful, joined up thinking to ensure that residential developments are built in the correct areas so people can live and work in adjacent areas rather than creating situations that cause more medium and long-distance commuting through an inadequate road structure.

Other comments

Of course you should always be looking at more answers.

development in Stroud

don't build

The current concept of agreed development boundaries should continue

Option 2 plus meet needs for affordable rural housing.

Over development of existing large villages should not be an option

Think outside the box. Look at the quieter transport locations that are not already struggling to cope and find

It's just not possible to fully allocate the housing requirement. A windfall policy should provide some flexibility in the event a site comes forward that hadn't been considered earlier.

Option 4

Wildlife impact of any development

To take a more holistic view of development across the UK e.g. we are supposed to be levelling up so why not be forceful and have more housing in the North of the country?

Option 3 will relate closely to Option 2 in any event so OK as an alternative

Following on from the points made above, Stagecoach considers that EHDC should identify an additional Spatial Option which seeks to identify specific locations for development on the basis of their ability to support or enhance the opportunities for existing and future residents make use of active travel and public transport. This begs a suitable movement corridor approach, articulated around existing corridors able to support at least an hourly inter-urban bus service, and ideally the service 64 which is uniquely able to support a more frequent service running seven days a week, with high quality vehicle and evening services. By consolidating development at a number of strategic points on one or more public transport corridors, creating greater density of flow, and taking advantage of the opportunities and having regard to constraints, it is most likely that

development needs can be met across more than one site in a manner that meet needs sustainably and in a timely manner, closest to where needs arise. The strategy is also inherently flexible. Development would not be dependent on a very few large sites. It could readily respond to the opportunities presented at various points along a corridor, including those that can reinforce the sustainability of existing smaller settlements and improving both local facilities and the local environment, for example new local accessible green space. The strategy is inherently scaleable, and is also able to indicate how longer term needs or those rising in other authorities, might be accommodated sustainably, and in a way that supports an increasingly sustainable pattern of spatial interaction and transport choices, rather than overly-pragmatic dispersal.

Consider plans drawn up by individual towns and villages. There may be less resistance to development if locals feel they have a degree of control over location, scale and style of developments. This may help create more appropriately scaled (generally smaller) developments, more attractive architecture (not the ugly detached housing estates that get build nearly everywhere), appropriately sized houses (2-3 bed for starter families and down-sizers, not 4 bed + "executive homes") and imaginative ownership/valuation rules to ensure it remains affordable (agricultural ties, part-ownership, local purchasers only etc.). If this is what was being developed, people would resist less.

option 5 When EHDC suggest an area for development, consult with the town or parish councils as to what and where would be appropriate. Several sites were offered in 2019 by developers but not all would be agreed by the local councils as being appropriate.

Always have the future demographic of the district in mind). 1. Start with Brownfield sites, should always proactively look here first 2. Further investigate and encourage the use of EHDC owned land, e.g., Penns Place 3. Standalone self-sufficient, purpose built, (not village add-ons), Garden Village as envisaged by the Northbrook Park plan. This would impact the least number of existing communities, make efficient use of land and support climate policies more fully e.g., a true 20 min neighbourhood concept could be designed. May require compulsory purchase options. 4. Settlements that are defined as Large service centres - some building by diffusion not mass housing estates 5. Settlements defined as Small service centres - modest building based on local need only & existing facility infrastructure capability. 6. Settlement defined as hamlets/small rural villages - minimum building focused on local need (affordable housing) and link to nearest facilities. In addition, there are over 400 properties that have been empty for 6 months or more in EH according to the Department for Levelling Up, Housing and Communities. Robust Council policies should be put in place to attempt to bring these dwellings back into use and which again would lower the requirement for building new properties in the district.

New Option 5 - CPREH believes there is an alternative approach, which starts with Brownfield First and then moves on using a sequential approach designed to meet the requirement for new homes. We have termed this Option 5, which would accord well with the greater emphasis on brownfield development and small sites set out in the DLUHC Letter. Firstly, build out existing permissions Then in sequence: i, Increased densities in existing allocations ii, identify opportunities for smaller homes to meet demographics trends iii, Windfall allowance, small sites & large sites (more than 5 dwellings) iv, Brownfield sites. The Brownfield Register identifies sites for 366 dwellings, which is start. Yet the sites included in the register are constrained by the requirements set out in the legislation. We are confident that an Urban Opportunities Study and a renewed call for additional Brownfield sites would reveal more suitable sites. v, Under-utilised land and buildings, eg Class E permitted development rights and changing role of High Streets vi, Urban regeneration - is there an opportunity to revisit the balance of retail and housing in the larger settlements? vii, Car parks - build over to leave car park as undercroft viii, Re-

allocation of land from other use to housing, i. Suburban densification, see Policy Exchange paper ideas. Policy Exchange - Strong Suburbs i. If there is still a requirement for allocations, then o Urban sites, small o Rural sites, small, to meet local need and avoiding both Valued Landscapes and the potential for gap erosion and settlement coalescence. CPREH believes that such a sequential, hierarchical process will lead to the most sustainable pattern of development, with best outcomes for reducing CO2 emissions, and that the spatial and geographic analysis will then naturally follow. In order to identify sites in many of these categories it is not sufficient to rely on sites put forward by developers through the LAA process. A proactive process is needed, similar in objective to urban capacity studies of the 1990s but a simpler, more broad-brush approach designed purely to identify opportunities in the above categories for further investigation. We have called this an Urban Opportunities Study. The public could be involved in coming forward with suggestions. The above sequence of development is strongly supported by the quite extensive guidance in NPPF Chapter 11 on making effective use of land, in the context of sustainable development and minimising the use of greenfield sites. It says that strategic policies should set out a clear strategy for accommodating objectively assessed needs in a way that makes as much use as possible of previously developed or "brownfield" land. Specific routes to that aim which planning policies should pursue are set out. Planning policies should also pursue efficient use of land and optimising use of land through higher densities, where appropriate. An Urban Opportunities Study will assist in complying with these requirements. Just as an example as to how car parks could be developed, we have used a website called Parkulator (<http://imactivate.com/parkulator/>) which attributes certain densities to surface car parks and analyses how many dwellings could replace them. This gives an indication of the art of the possible, and ground level parking can be maintained as an undercroft.

DEV3 Are there any alternative options we should consider?

DEV3a If yes, please explain

Answered no, but provided a comment

this local plan can be adapted at a later date if needed.

No, this local plan can be adapted at a later date if needed.

The options put forward in the Regulation 18 consultation appear to cover all potential solutions to the distribution of development, therefore Grainger have no further suggested options.

EHDC should identify an additional Transport Led Spatial Option which seeks to identify specific locations for development on the basis of their ability to support or enhance the opportunities for existing and future residents to live in a 20-minute neighbourhood.

DEV3 Are there any alternative options we should consider?

DEV3a If yes, please explain

Didn't select an answer, but provided a response

Bring limiting factors to an earlier part of planning
Still do not understand why Bentley is being ignored.
Reinstating existing housing / building to the market
If absolutely necessary don't consider South Downs National Park boundary as being unbreachable
Bring limiting factors to an earlier part of planning