Haslemere Station Multi Storey Car Park
Planning Statement

SOUTH WEST TRAINS
February 2009
# Contents

1 Introduction .................................................. 2

2 The Need for Parking ........................................ 4

3 Planning Policy Context .................................... 6

4 Planning Policy Assessment ................................ 7

5 Scheme Assessment .......................................... 12

6 Conclusion ..................................................... 14
1 Introduction

1.1 INTRODUCTION

This Planning Statement supports the submission of a full planning application by Stagecoach South West Trains (SSWT) for the expansion of the Car Park at Haslemere Train Station.

The Planning Statement identifies the context and need for a proposed development provides an assessment of the proposed development against national, regional and local policy.

In addition to this statement, there are other supporting documents supporting this application:

- Design and Access Statement
- Phase 1 Geotechnical Report
- Arboricultural Report
- Extended Phase 1 Habitat Survey
- Transport Assessment

1.2 STAGECOACH SOUTH WEST TRAINS FRANCHISE COMMITMENTS

In 2006, Stagecoach South West Trains (SSWT) won the right to operate the newly-enlarged South Western franchise for a further ten years until 2017. SSWT leases land and property from Network Rail, who are the land owners. In order to comply with their franchise obligations, SSWT has a commitment to provide 2000 additional parking spaces across its station portfolio.

Studies have been undertaken across a number of stations where it has been determined there is inadequate parking capacity. The studies then aimed to ascertain the viability in providing additional spaces either on or off site, at ground or in a multi-storey car park. Although, the franchise runs for another 8 years only, SSWT has calculated the capital costs of providing additional car parking and using a complex model has determined the economic return on this investment over the life of the car park. Unfortunately, many of the other stations initially assessed have proven to be economically unviable, with Haslemere only having a marginal business case.

1.3 SITE LOCATION AND DESCRIPTION

Haslemere station is located to the west of Haslemere Town Centre. The station car parks are managed by Stagecoach South West Trains. The station has two main car parks and a premium car park to the west with 53 spaces and one to the east with 201 spaces. The car parks provide long term parking intended solely for rail passengers. In addition, Network Rail owns land north of the station used as a Stagecoach depot.

Application Site Layout

The proposed site for the MSCP is currently used as the main surface level car park, and has been for over thirty years. It was formerly used as railway sidings and a goods yard associated with the railway. Lower Street, the road on which the site stands, was formerly known as Station Road. The site covers an area of approximately 0.5ha.
The existing car park is at the same level as the track, and so provides a level pedestrian access to the station. Vehicles enter the car park from the west off Lower Street, through the station forecourt, and exit through Tudor Way to the east end, which leads back onto Lower Street.

1.4 RAIL PASSAGE

Haslemere Station is on the main line between London Waterloo and Portsmouth and lies between Witley and Liphook Stations in Surrey.

South West Trains provide services on a regional level with connections to stations across the southwest. Haslemere Station provides an excellent service to Portsmouth, Guildford, Woking, Petersfield as well as London.

1.5 SUMMARY SCHEME PROPOSALS

The proposal is to construct a new Multi-Storey Car Park (MSCP) on the existing surface level car park immediately south-east of Haslemere Railway Station. The proposal comprises a reconfigured ground floor and two additional storeys providing a total of 463 spaces to the eastern car park including 16 Smart car spaces. This will provide an additional 262 standard car parking spaces and 12 spaces will be provided for motorcycles within the new proposed car park building.

It is planned to improve the access and egress to the car park. The proposal is to change the Tudor Court junction (previously used as an egress) to become the new entrance to the car park. The junction will continue to serve Haslemere House as it does presently. A new two lane egress junction is proposed in an existing disused lay-by on Lower Street. This new junction will provide an exit from the first floor car park level.

1.6 OBJECTIVES OF THE APPLICATION

The objectives of this application are:

- to meet the existing and future demand for long-stay car parking at Haslemere Station;
- to assist in consolidating rail traveller parking in Haslemere to the station;
- to make better use of the existing land by providing a multi-storey car park of high-quality design;
- providing additional parking to enable both off-peak business and leisure travellers who currently drive long distances through Surrey and the South-East to take the longer leg of their journey by train.
2 The Need for Parking

2.1 PARKING ISSUES AT HASLEMERE STATION AND SURROUNDS

As mentioned in section 1.2, in order for Stagecoach South West Trains (SSWT) to meet franchise obligations, it has a commitment to provide 2000 additional parking spaces across its station portfolio. Haslemere is one of a number of stations that SSWT is planning to provide additional car parking.

Haslemere station was found to require additional parking as the existing car parks become full early in the morning and there is a 6 year waiting list to obtain a car park season ticket. Those who cannot park at the station use nearby Council operated car parks or residential streets without parking restrictions. This causes a great deal of inconvenience and annoyance to the residents. These on-street parking problems have led the Borough Council along with the County Council to develop plans to implement parking restrictions to alleviate this situation. However, without creating additional car parking capacity for rail users, it is not feasible to implement parking restrictions without displacing hundreds of commuters.

Additional parking at the station will also help to release spaces used by commuters in public car parks in Weyhill and central Haslemere for short term parking to support the local economy.

2.2 EXISTING DEMAND

Haslemere Station car park reached capacity in 1998 according to South West Trains parking census and surveys.

Parking surveys undertaken provide evidence that the Haslemere car parks are reaching capacity early in the morning and those commuters who commit to onward rail travel that arrive after 8.30am may find that they are unable to park at the station and are required to find other available spaces in nearby residential streets. Parking inevitably occurs on streets close to the station which then becomes a problem for residents and a concern for the local authority.

There are currently 357 commuters on a six year waiting list to obtain a season ticket for the station car park, which further highlights the demand for additional parking at the station. Additionally some of the nearby Council operated car parks are also extensively used by rail commuters.

Two on-street car parking surveys which were undertaken by Haslemere Town Council show the extent of current commuter car parking in residential roads around the station. In addition, Capita Symonds carried out a similar parking survey on behalf of Network Rail. The data collected substantiates a figure for on-street commuter parking of between 250 and 300 vehicles. Full details of these surveys are included in the Transport Assessment.

2.3 MEETING FUTURE DEMAND

Within the Secretary of State’s revised South East Plan, the Regional Assembly has set a house building target for Surrey of 48,060 new homes between 2006-2026, resulting in an average of 2403 per annum. Of this allocation 4,600 new homes are planned for the District of Waverley which is an average of 230 a year.
This level of growth will have significant impact on rail demand and on car parking requirements at Haslemere Station, with rail expected to play an increasing part in supporting these growth areas.

Haslemere Station is one of the most important stations within Surrey and Waverley and given the likely increase in the rural population within the district as part of the housing growth, additional car parking will be especially important in enabling these more rural residents to access Haslemere Station and continue longer distance onward journeys by rail. Bus services are difficult and unable to cater to all the rural areas, so they often have little choice other than to travel by car. An enlarged car park will enable them to balance their journey by private car and rail.
3 Planning Policy Context

3.1 CONTEXT
For the purposes of the Planning and Compulsory Purchases Act 2004, the relevant development plan for this site comprises the Waverley Borough Local Plan (2006) and the Surrey Structure Plan 2004. These policies should be taken into account during planning applications and development.

The documents of the Local Development Framework and the Regional Spatial Strategy (South East Plan) will over time replace the existing Local Plan and Structure Plan.

3.2 NATIONAL POLICY
At a national level, the relevant policy documents for the proposed development include:
- Planning Policy Statement 1: Delivering Sustainable Development
- Planning Policy Statement 6: Planning for Town Centres
- Planning Policy Guidance note 13 – Transport (PPG 13)
- Delivering A Sustainable Railway (DfT 2007)
- The Future of Transport: A Network For 2030 (DfT 2004)

3.3 REGIONAL POLICY
At a regional level, the relevant policy documents for the proposed development include:
- Regional Policy Guidance Note 9 (2006)
- The South East Plan (2006 draft – submitted to DFT)

3.4 LOCAL POLICY
At a local level, the relevant policy documents for the proposed development include:
- Surrey Structure Plan 2004
- Waverley Borough Local Plan (2006)
- The Surrey Local Transport Plan 2006-2011
- Waverley Local Development Framework (LDF)
4 Planning Policy Assessment

4.1 TOWN CENTRE DEVELOPMENT - QUALITY OF DESIGN

4.1.1 Planning Policy Statement 6: Planning for Town Centres

This policy promotes high quality inclusive design. It also states that ‘sites should be selected to make better use of existing land and buildings, including where appropriate redevelopment’.

4.1.2 Waverley Borough Local Plan Policy TC3 – Development within Town Centres

The Council will encourage investment in town centre uses within the Town Centre Areas defined on their local plan. Development which would improve the attractions of a town centre will be permitted provided that it ‘improves accessibility, wherever possible, for pedestrians, cyclists and people with disabilities or mobility problems, and provides satisfactory servicing and parking’.

The proposals address these issues with improved access routes, additional cycle parking in addition to the new step free access footbridge.

4.1.3 Waverley Borough Local Plan Policy D4 – Design and Layout

The Council will seek to ensure that development is of a high quality design which integrates well with the site and complements its surroundings.

The proposals address these issues by minimising the scale and height, whilst maximising the car parking spaces on the site. It is sympathetic to the local area by choosing materials such as brick and timber common to the area and incorporates landscaping including green walls to enhance greenery and biodiversity.

4.2 NATIONAL TRANSPORTATION POLICY ISSUES

4.2.1 Planning Policy Guidance note 13 – Transport (PPG 13)

PPG 13 recognises the role that ‘transport interchanges play in an integrated transport network. It provides that these should be: quick, easy and safe to use’.

4.2.2 The Future Of Transport: A Network For 2030 (DfT 2004)

The underlying objective of the government’s ‘The Future of Transport’ strategy is to ‘balance the need to travel with the need to improve quality of life’. This means seeking solutions that meet long term economic, social and environmental goals.

The paper identifies rail as a major part of the UK transport strategy and demonstrates increasing passenger numbers over the past few years. This is important in an environment where reducing car use and carbon emissions is a key concern. The government seeks policy to maintain this growth by improving infrastructure and services via Network Rail and train operators and improved structure and regulation.

4.2.3 Delivering a sustainable railway (DfT 2007)

The paper sets out the ambition to provide a reliable, comfortable, accessible service, that offers value for money and easy to use. It establishes a brief to increase rail capacity to support the growth in demand for rail.
As part of its strategy it outlines plans to improve and modernise facilities and services at medium-sized stations that provide important travel interchanges. It recognises the important contribution rail makes to green travel choice.

The paper more specifically identifies access to stations as vital to the delivery of an enhanced rail network. By its nature rail can only form one leg of a journey, therefore, car, bus, cycle, foot, taxi and other modes are essential to attract uses to rail. Uses will naturally make an assessment of the safety, reliability and convenience of rail use based on the entire trip including the first leg accessing the station.

The document continues to advise that car parking provision is an effective and easy environmental response to encourage rail use especially for longer car journeys. Furthermore, an increase in car park capacity is key to achieving the Government's goal of improving overall capacity.

4.3 REGIONAL TRANSPORTATION POLICY ISSUES

4.3.1 Regional policy guidance note 9 (2006)

Regional Planning Guidance 9 (RPG9) was adopted in March 2001 and sets out the regional vision for the development of the South East until 2016. Chapter 9, published in July 2004, advocates the region's strategy for the development of transport and associated transport infrastructure during the plan's lifespan.

RPG9 encourages the development of transport interchanges at stations and comments that applications for increased rail car parking should be considered favourably and that local authorities should think of setting land aside especially for station car park expansion. This should be combined with other measures to increase accessibility.

4.3.2 The South East Plan (2006 draft – submitted to DFT)

The South East Plan provides guidance in section 4 of the document regarding transport and communications. Here specific reference is made to station parking:

“Proposals to increase the provision of car parking at railway stations should be considered favourably, particularly at rail stations associated with regional hubs.”

It continues that this should be part of a package of measures to improve access facilities including access by sustainable modes such as cycling, foot and bus.

4.4 LOCAL TRANSPORT POLICY ISSUES

4.4.1 Surrey Local Transport Plan – Rail Strategy

The Surrey local transport plan for the period 2006-2011 will contain a dedicated rail strategy due to the recognition of the importance of rail travel within Surrey. However, this is currently only in draft. The overall aim is to increase the number of passengers on trains throughout Surrey by improving railway station facilities and interchange between different modes.

The rail strategy is likely to include the need for integration between bus and rail through encouraging and promoting appropriate ticketing systems. It will highlight the necessity for connection of key transport modes to the station, to encourage rail travel as part of a longer journey.

It will identify rail service deficiencies and press for strategic improvements through participation in Route Utilisation Studies, Regional Planning Assessments, franchise specifications and discussions with train operating companies.

It will identify how they will work in partnership to improve facilities at stations, where such improvements help to deliver LTP objectives.

4.4.2 Surrey County Structure Plan

This highlights the importance of increasing the use of public transport in Surrey.
4.4.3 Waverley District Local Plan Policy M10 : Public Transport and Interchange Facilities

The Waverley District Local Plan was adopted in 2002. The importance of improving public transport is continued from national and regional policy level. Waverley Borough Council is keen to maintain and enhance interchange facilities at Farnham, Haslemere and Godalming rail stations.

The plan identifies the need to improve Haslemere Station as it is amongst the busiest railway stations in Surrey. Haslemere Station is located on the London (Waterloo) line and the Portsmouth line so improved station facilities would encourage commuters to use the trains.

It highlights the necessity for connection of key transport modes to the station, to encourage rail travel as part of a longer journey. Therefore, it concludes that interchange facilities are a key mechanism to maximising the use of rail services.

4.4.4 Waverley District Local Plan Policy M2 – The Movement Implications of Development

All development proposals should provide safe access for pedestrians and road users.

In addition, although not part of this application, Network Rail in conjunction with SSWT will implement improvements to the public transport infrastructure by remodelling of the station forecourt area.

4.5 TRANSPORTATION IMPACT: TRANSPORT ASSESSMENT

4.5.1 National and regional policy states that a Transport Assessment is required for a development of this nature which is considered to have an impact on transport provision and safety. In accordance with guidance from Hampshire County Council a Transport Assessment has been submitted with this application to assess the impact of the development on the transport network.

4.5.2 The Transport Assessment concludes that the policy shows a strong level of support for station parking as described in sections 4.2 - 4.4 above. It also concludes that the impact on the road network due to additional usage of the car park is small because it occurs at a time when there is spare capacity on the network, before or after local road network peaks.

4.6 CAR PARKING

4.6.1 Surrey County Structure Plan

This plan replaces the existing 1994 Surrey Structure Plan and covers housing provision and conservation of the environment for the period up to 2016. Policy DN3 states that the provision of long stay car parks at railway stations should be managed to ensure that they are only for rail users. In addition “any addition to parking at railway stations should be made as part of an integrated surface access strategy.”

Parking should be considered in terms of promoting an integrated approach to transport.

4.6.2 Waverley District Local Plan PolicyM11 : Haslemere Station Car Parking

Recognition of the need for additional parking is illustrated by the previously granted (and now expired) planning permission in 1990. The Council recognise that the additional provision of parking spaces would be a “desirable objective” by harmonising the objectives of improving interchange facilities, reducing on-street parking and releasing spaces for short term use that benefits the wider local economy.
To achieve this interchange facility it recognises the importance of providing long stay car parks at railway stations to serve the needs of commuters. Policy M11 of the Local Plan states that:

“The Council will seek to encourage the provision of additional car parking for commuters at Haslemere station by protecting from development the previously approved site for a car park to the north of the railway line ……..”. It continues to say: “The Council will support the provision of additional parking at stations where this can be achieved without detriment to the local environment and where it would assist in achieving modal shifts between car and rail journeys.”

Following SSWT franchise renewal in 2006, they commissioned a feasibility study to consider options for increased parking at Haslemere Station. The site north of the station was considered unsuitable for a multi-storey car park because the existing pedestrian access to the station is via the industrial road with no pedestrian footpath and under the rail bridge into the station forecourt. This journey takes approximately five minutes to walk. Additionally, there is no footpath to the site from the main road that would require upgrading. Improvements to the pedestrian access would be required together with improved sight lines from the main access road, especially when considering egress from the site.

This could be resolved by providing a footbridge from the proposed north car park onto the station platforms. However, as Network Rail was already in the advanced stages of providing a step free access footbridge at the station, the cost of providing an additional one was prohibitive. Additionally, an additional gateline / ticket hall would be required on the proposed north car park to protect revenues that would also need to be manned by additional staff.

It was concluded that the existing main car park east of the station was a more suitable site for a multi-storey and the site north of the station is proposed to be used for temporary parking during the construction of the MSCP.

4.6.3 Waverley District Local Plan Policy M14: Car Parking Standards

“The development shall consider the accessibility of the location to means of travel other than the private car”.

As described in 4.4.4, improvements to the public transport infrastructure by remodelling of the station forecourt area will be implemented by Network Rail in parallel with this project.

4.7 ACCESSIBILITY

4.7.1 Planning Policy Statement 1: Delivering Sustainable Development

Development plans should also contain clear, comprehensive and inclusive access policies - in terms of both location and external physical access. Such policies should consider people’s diverse needs and aim to break down unnecessary barriers and exclusions in a manner that benefits the entire community.

4.7.2 The Disability Discrimination Act (DDA 1995 and 2005)

The Disability Discrimination Act (DDA 1995 and 2005) provides the legislative framework for providing access advice, aimed at ending discrimination against disabled people.

The development proposals aim to adopt all relevant policy and guidance, to ensure people will have equal and convenient access to the commuter car park, without undue effort, separation or special treatment.

4.7.3 Waverley District Local Plan Policies D9, M4, M5 and M9 Accessibility
Policies D9, M4, M5 and M9 describe how accessibility should be provided or improved for everyone, including people with disabilities in addition for cyclists by providing cycle parking facilities at railway stations.

The design addresses these issues by improving conditions for pedestrians by providing or securing safe and attractive pedestrian routes, tactile paving to improve road crossing, step free access routes and additional cycle storage.

4.8 LANDSCAPE/ENVIRONMENT

4.8.1 Planning Policy Statement 1: Delivering Sustainable Development

This policy describes ‘the need for the conservation and enhancement of wildlife species and habitats and the promotion of biodiversity....the conservation of soil quality; and the preservation and enhancement of built and archaeological heritage. Also to enhance as well as protect biodiversity, natural habitats, the historic environment and landscape and townscape character’.

This application is supported by a desk based Geotechnical report and a Phase 1 Habitat survey and assessment.

4.8.2 Waverley District Local Plan Policy D1 – Environmental Implications of Development and Policy D6 – Tree Controls

‘The Council will have regard to the environmental implications of development and will promote and encourage enhancement of the environment.

The Council will protect significant trees and groups of trees and will take account of public safety and the retention of amenity, historic and wildlife value’.

A number of trees and some vegetation will be lost as part of the project. These trees were assessed as generally low quality by an arboriculturist (and reviewed by Waverley’s tree officer) and the habitat assessed by an ecologist and no significant species were found in the area. As part of the project, vegetation will be replanted to replace visual amenity and encourage biodiversity in the area.

4.9 SECURITY

4.9.1 Planning Policy Statement 1: Delivering Sustainable Development

This policy states it intention to create safe and accessible environments where crime and disorder or fear of crime does not undermine quality of life or community cohesion.

4.9.2 Waverley District Local Plan Policy D8 – Crime Prevention

New development should contribute to a safe and secure environment which reduces the incidence and fear of crime. In particular, by maximising the overlooking of areas which may be vulnerable to crime, such as footpaths and car parks and at night should be appropriately illuminated.

The proposals include both good quality lighting and CCTV coverage.
5 Scheme Assessment

5.1 LOCAL SUPPORT FOR ADDITIONAL STATION PARKING

Surrey County Council in its response to the rail franchise bid did not raise any concerns regarding this additional car parking provision. Surrey County Council also commented that they would like the successful franchise bidder to:

“take a more active role in exploring the opportunities for increasing capacity at car parks, for instance by building extra decks above existing facilities, and making car parks more attractive and easier to use.”

During stakeholder consultation with the Local Authority (LA) and local councillors, it became apparent that there is strong support for a MSCP at Haslemere Station. Furthermore parking studies carried out in residential side-streets and other car park locations demonstrate that the demand for parking in Haslemere warrants additional spaces. Additionally SSWT has also conducted a customer survey for car park season ticket applicants to confirm parking requirements and this has confirmed the demand for additional car parking.

In addition, planning permission was granted in 1990 for the construction of additional commuter parking at Haslemere Station, to the north and south of the railway line. The car park to the south was constructed but the north side car park was not constructed (see section 4.6.2) and the planning permission has expired. The Waverley Local Plan states that the Council strongly encourages additional parking at the station.

5.2 SOCIAL BENEFITS

The site is currently used as a car park, and has remained undeveloped since the sidings and goods yard were removed. The existing facilities for the users on foot, bicycle or car are not adequate, and the proposals will improve the facilities and access arrangements for all.

The problems associated with over spill parking in the neighbouring streets can be addressed by providing adequate facilities for those wishing to use the train station to park on site.

Improved signage will assist in way finding for the users, and the incorporation of CCTV will improve the security, both actual and perceived, which would be especially beneficial after sun set. New lighting of the station interchange will additionally increase the sense of safety for rail users.

As well as commuter use of Haslemere Railway Station, it is also important to retain and encourage rail use for leisure, particularly families. Due to family numbers and their luggage requirements such as push chairs, it may not be practical for these groups to use the bus for their first leg of the journey, but wish to use the train for further travel to destinations such as Portsmouth and Southsea.

Visual and functional improvements to the station interchange facilities, both the Station Forecourt and the MSCP will greatly improve the levels of passenger satisfaction. Improved bus / rail interchange facilities will encourage passengers to use bus services for their journeys to and from the station. Any reduction in congestion within the station interchange will also have a positive impact on congestion within the immediate surrounding area. It is also proposed to install a dimmable lighting control system within the MSCP that will reduce Haslemere Station’s energy consumption.
5.3 ECONOMY

When successfully integrated with other modes of transport, including cycling and walking, rail enhances the accessibility of an area and can stimulate economic activity.

The Department For Transport’s ‘Delivering a Sustainable Railway’ report states that ‘car parks ought to be one of the easiest facets of station access to improve, because they have a rapid commercial pay-back period, both from the parking fees charged and from the additional passenger business generated’.

The rail commuters who currently drive and park at Haslemere Station or the nearby streets, before continuing their extended commute by rail, are likely to be affluent professionals as Haslemere has one of SSWT’s highest 1st class season ticket volume sales. This socio-economic group brings benefits to Haslemere Town and its local retailers, and their ability to continue to park and commute from Haslemere Rail Station will assist in Haslemere’s ongoing economic vitality through their use of local retail outlets whilst waiting for trains or upon their return. It is therefore important that these commuters are not dissuaded or prevented from their use of Haslemere Rail Station through lack of parking.

The provision of additional parking facilities at the station will enable additional people to use the trains to assist in their running at optimum capacity. It will also utilise the existing land holding more efficiently, making economic benefits for the train operator who can pass these down through to the user.

Additional parking will also benefit local residents by providing improved accessibility to jobs and education therefore enhancing the economic prosperity of Haslemere residents.

5.4 SUSTAINING GROWTH IN TRAIN SERVICES

Haslemere Station is a main line station between London Waterloo and Portsmouth Harbour. South West Trains provide services on a regional level with connections to stations across the southwest.

Haslemere Station provides an excellent service to:

- Portsmouth
- Guildford
- Woking
- Petersfield
- London

Haslemere Station therefore has the potential to replace many trips that would otherwise be taken by car to these locations.

Passenger information from SSWT indicates that there is currently sufficient spare capacity to accommodate additional passengers following the construction of a multi-storey car park on peak services from Haslemere to London.

There is also significant sufficient spare capacity on off-peak train services from Haslemere and SSWT are particularly keen to encourage increased passenger usage during off peak times, especially those currently deterred from using the train due to lack of station parking.
6 Conclusion

The need for the for additional parking has been clearly demonstrated by assessing the number of rail users currently parking off-site and in residential streets combined with recent and projected growth in rail travel.

In principle, prevailing policy is supportive of these proposals for the following reasons:

- Sustainable transport and the recognition of the important contribution rail makes to green travel choice. By its nature rail can only form one leg of a journey, therefore, car, bus, cycle, foot, taxi and other modes are essential to attract users to rail. Policies advise that car parking provision is an effective and easy environmental response to encourage rail use especially as an alternative to longer car journeys. Furthermore, an increase in car park capacity is central to achieving the government’s goal of improving overall capacity.

- The station car parks have been full since 1998 and some station users already use public long stay car parks. An increase in car parking at the station is required to meet the current and future demand for rail users and reductions in availability of parking in the town will increase the demand at the station.

- Preliminary 3D Images of the scheme were erected in the Town Hall for members of the public to view and an article was placed on the front page of the Haslemere Herald detailing the scheme. Informal feedback was positive.

- This application has carefully considered environmental issues. Whilst it has not been possible to retain the trees as part of the scheme proposals owing to insufficient space within the development boundary, it is considered that the wildlife benefit of the vertical green walls of ivy will robustly compensate for any biodiversity loss.

- The proposal provides and promotes high quality inclusive design (including those with limited mobility) that makes better use of existing land. The design has considered scale, mass and design as well as views in and out of areas and perspective views from a 3D model help communicate the design proposals.

- This proposal also takes reasonable measures to prevent crime by designing open spaces where possible and also providing good quality lighting and CCTV coverage.