



6.3 Parking

The details of the parking to be provided on site will be determined by future reserved matters applications. Residential parking provided on site will have due regard to East Hampshire District Council Vehicle Parking Standards SPD (July 2018), or other subsequent guidance available at the time of a reserved matters application.

Residential Parking standards are set out in the table below and covers both permanent residents parking, visitor parking, and cycle parking. Electric Vehicle Parking is encouraged though no specific criteria identified.

The design of parking should not dominate the street scene. Parking for individual properties should be designed

in a way that it is set back from the building. On-street parking should also be designed into the public realm and dispersed across the development. Courtyard parking for apartment blocks should be located primarily to the rear of the building to avoid larger visible areas of parking and to ensure vehicle are secure and visible from adjoining properties. This will help to reduce the need for informal on-street parking.

Size of Dwelling	Minimum Car Parking Requirements		Minimum Cycle Parking Requirement	
	Long stay (resident)	Short stay (visitor)	Long stay (resident)	Short stay (visitor)
1 bed dwelling	1 space per dwelling	1 space per 5 dwellings	1 space per dwelling	Visitor cycle spaces will be expected at 10% of the long stay cycle spaces in developments of 5 units or more.
2/3 bed dwelling	2 spaces per dwelling	1 space per 5 dwellings	2 spaces per dwelling	
4+ bed dwelling	3 spaces per dwelling	1 space per 5 dwellings	2 spaces per dwelling	



Access to Bus Services
Every 12-20 minutes



Local Services
accessed by new
pedestrian and cycle links

* Garages

Proposed Garages must meet the following minimum internal dimensions to count towards the parking provision and accommodate cycle storage:

Standard single garage = 6m x 3m (internal measurement)

Standard double garage = 6m x 6m (internal measurement)

Visitor parking

Visitor parking is to be provided throughout the proposed development in convenient and appropriate locations

Cycle storage

Cycle storage is to be provided throughout the proposed development in secure and convenient locations.

The new development will provide good footpath links to existing bus services, including the Number 39 (Eagle Avenue bus stop shown).





6.4 Mobility

6.4.1 Context

The outline scheme creates a development layout that is capable of meeting all of the access requirements of a range of user groups with varying mobility requirements.

6.4.2 Mobility impaired users

The range of routes has been designed to allow easy access on pavements and into buildings for all users with mobility impairments. The use of continued flat surfaces across the site will give ideal access for wheelchair users, all appropriate measures to assist in the crossing of the highway will be provided.

6.4.3 Parents and young children

The range of routes has been designed to allow easy access on pavements for those using children's pushchairs and walking young children. In particular the use of wider shared pedestrian/cycleways for the main streets, and the parkland footpaths and greenway links will provide safe and secure routes ideally suited to this user group.

6.4.4 Access for those without a car

Provision of access to public transport services, and community facilities and services within easy walking distance of all homes within the development, ensures that those without access to a private car can still gain access to critical services and local facilities.

6.4.5 Disability Discrimination Act (DDA) Requirements

Sufficient space has been provided to ensure that all properties can meet the DDA requirements to ensure access, including step free front door access.

Masterplanning for good connectivity for all needs

07. Implementation



Delivering a range of new homes, open space, and funding for community infrastructure improvements is an integral part of the vision.



Community Funding
through CIL
for improving
local facilities



Council TAX income
£261,000
per year



New Jobs
85
per year direct
45
per year indirect



07 Implementation

7.1 Summary

The proposed residential development at Woodcroft Farm Phase 3 described in this Design and Access Statement has been derived following a rigorous, site-specific design approach following extensive analysis and consultation with stakeholders.

This proposal will deliver up to 190 new homes, with a mix of accommodation, delivering much needed housing in district, including affordable housing, at a sustainable location. A range of homes including one, and two bedroom apartments, along with two, three, and four bedroom houses are proposed.

Generous areas of public open green space and new planting will be included across the scheme. The open and integrated green spaces throughout the development will support biodiversity and provide formal and informal public recreation areas for all ages.

The design includes key inherent features to encourage walking, cycling and sustainable methods of transport to create a healthy, high quality place for people to live. A new network of public footpaths and cycle routes will link into the existing network and surrounding countryside.

The key elements of the development include:

- A mix of housing, including affordable, providing up to 190 new homes
- Substantial new areas of public recreation and open space providing both formal and informal areas for all ages and areas for nature conservation
- A new network of public footpaths, cycle routes linking to the existing network and surrounding countryside
- Two new access points from Wilkes Way and Merritt Way, linking into the wider street network, including pedestrian and cycle links

Delivering community benefits

Grainger Plc will ensure that community benefits are delivered through financial contributions as part of the planning obligations. CIL is a key way in which local authorities help deliver much needed services linked to new home delivery for expanding communities. We will work with East Hampshire District Council and Hampshire County Council in delivering funding for these improvements as part of the outline planning application.

7.2 Phasing

For development to come forward, a temporary construction route will be created into the site and access provided for the development. It is anticipated that housing development will be developed primarily from the west to the east of the site.

Details of the construction access arrangement and associated construction vehicle movements will be contained within a Construction Traffic Management Plan, to be submitted as part of any reserved matters application.

7.3 Next Steps

Following any approval of the Outline Planning Application, Grainger Plc will engage with prospective developers. Once this has taken place it is expected that following, initial engagement, an early reserved matters planning application will be submitted, which will deal with all outstanding matters of detail, including layout, public realm and design of buildings and structures.

All reserved matters will need to be in accordance with the approved masterplan parameters.



grainger plc