



Failure to Support EHDC's Sustainable Transport Objectives

- **With Holybourne being identified as an “other settlement with a policy boundary”, the additional 160 homes proposed would take the level of growth outside what could be considered ‘small scale local development’ in the context of Holybourne’s position within the settlement hierarchy (tier 4), the size of the village and the availability of services.**
 - **Whilst Holybourne does contain some local infrastructure, the vast majority of trips from the development would be external to the village by private car.**
 - **Neither has the applicant made any meaningful assessment of whether the existing services in the village can support an additional 160 homes, representing a 30% increase in the size of the village.**
 - **The development therefore does not support EHDC’s sustainable transport objectives in accordance with the overriding principles of sustainable development established via EHDC’s application of the settlement hierarchy.**
 - **The application should therefore be refused in accordance with JCS Policies CP1, CP2 and CP10 and NPPF Paragraph 110.**
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The National Planning Policy Framework (NPPF) identifies that the planning system should actively manage patterns of growth in support of sustainable transport objectives (NPPF Paragraph 110). EHDC’s method for actively managing growth in accordance with the Framework requirement is via its adopted settlement hierarchy. As set out in the adopted Development Plan, Holybourne is a Tier 4 Settlement within the Settlement Hierarchy.

Holybourne does contain some local infrastructure, which would allow a proportion of trips from the development to remain in Holybourne. However, it is not the overtly accessible location that is being portrayed in the application documents. The vast majority of trips from the development would be external to the village by private car. Moreover, the rural village is not a sustainable location for a major urban extension of the scale proposed.

Sustrans identifies that 10 minutes is generally the threshold time-period that people are willing to walk to access key destinations. On this basis, Sustrans recommends applying ‘20-minute neighbourhood principles’ when planning development to maximise opportunities for people to reach as many daily facilities as possible within 10mins (a 20 min round trip).

The Alton Design Code (AECOM: Alton Design Guidance and Codes: Jan 2024) also identifies that while Alton is well-connected to the capital via rail, bus connectivity

within the parish is limited. Bus services between Alton town centre and Holybourne run three times per day for three days a week, with residents having to rely on private transportation. The bus trip from Holybourne into Alton takes 6 minutes, but the return journey is a much lengthier rural route which takes about 34 minutes. Holybourne residents are very much car reliant.

According to Google, Andrews Endowed Primary School is a 10 minute walk from Pentons Close (directly opposite the application site) – see image below. The walk would be longer still from the properties further into the application site.

Figure 1: 10 Minute Walk from Entrance to Application Site.

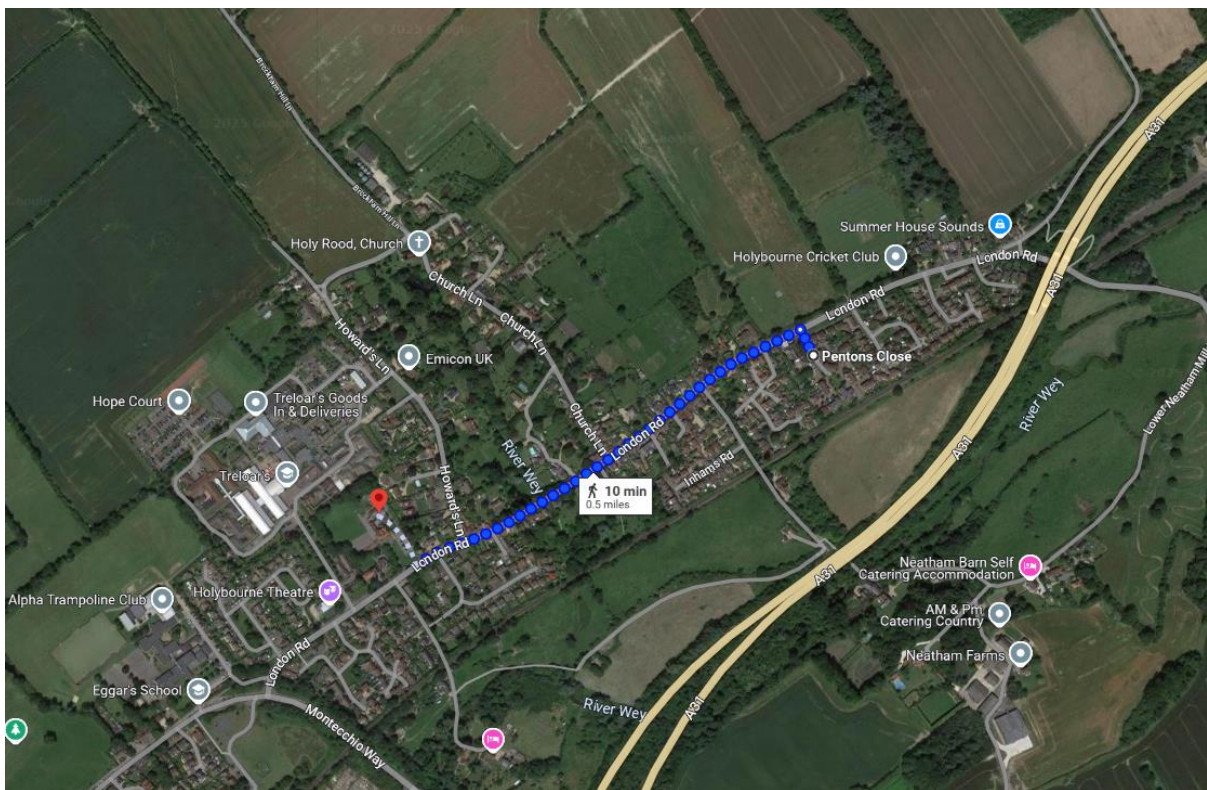


Table 1 below identifies the key facilities identified in the East Hampshire's Living Locally Accessibility Study that are located within and beyond the application site's "20 minute walkable neighbourhood" – i.e. within a 10 minute [google] walk from the application site (a 20 minute round trip). The list of facilities outside of the 20 minute walkable neighbourhood far outweighs the list of facilities within a 10 minute walking radius of the site; as is only to be expected of a settlement in the lower tier of EHDC's Settlement Hierarchy.



Table 1: Facilities within and outside of a Walkable Neighbourhood from the application site

Within 10 minute walk	Outside of the 20-minute neighbourhood
<ol style="list-style-type: none"> 1. Holybourne Play Area; 2. Post Office and Village shop; 3. Pub; 4. Village Hall; 5. Church of Holy Rood; and 6. Andrews Endowed Primary School. 7. Bus stops – although with a limited bus service - see commentary above about reliance on private transportation; 	<ol style="list-style-type: none"> 1. Railway station; 2. Hair and beauty salon; 3. Vets and animal hospital; 4. Banks and building societies; 5. Cash machines; 6. Fire station; 7. Police station; 8. Significant employment opportunities; 9. Shopping centres or retail parks; 10. Grocers, farm shops and pick your own; 11. Supermarket chains; 12. Food banks; 13. Fast food and takeaway outlets; 14. Fish and chip shops; 15. Bakeries; 16. Butchers; 17. Clinics and health centres; 18. Chemists and pharmacies; 19. Gymnasiums, sports halls and leisure centres; 20. Hospitals; 21. Dental Surgeries; 22. Optometrists and Opticians; 23. Swimming Pools; 24. Tennis facilities; 25. Golf Ranges, courses, clubs and professionals; 26. Climbing; 27. Athletics; 28. Squash courts; 29. Nursery; 30. Secondary School; 31. Further Education Establishment; 32. Independent and preparatory schools; 33. Special schools and colleges; 34. Higher education establishments; 35. Restaurants; 36. Café, snack bars and tea rooms;



	<ul style="list-style-type: none">37. Shooting facilities;38. Libraries;39. Bowling Facilities;40. Snooker and pool halls;41. Cinemas;42. Social clubs;43. Conference and exhibition centres;44. Theatres and concert halls;45. Art galleries; and46. Museums.
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It must also be noted that merely listing existing services and then asserting a location's sustainability - without any meaningful assessment of whether those services can support an additional 160 homes, representing a 30% increase in the size of the village - is fundamentally flawed. This is particularly concerning given that Andrews Endowed Primary School, while having some surplus capacity, cannot accommodate the number of children likely to result from a development of this scale. Furthermore, the village has only a small hall with limited facilities, which is already in regular use by the existing community. Neither has any other evidence been provided to demonstrate that other essential services—such as the pub, village shop, or utilities—can absorb the increased demand, raising serious concerns about the long-term sustainability and impact of the proposal.

It is clearly evident that, when applying the 20-minute walkable neighbourhood concept and considering the likely capacity constraints of existing infrastructure, future residents of the proposed development would be heavily reliant on cars to access most day-to-day services and facilities. Given that Holybourne is identified as an “other settlement with a policy boundary,” the addition of 160 homes would represent a scale of growth that exceeds what could reasonably be considered ‘small-scale local development’—particularly in the context of Holybourne's position within the settlement hierarchy, its modest size, and the limited availability of local services.

The development therefore does not support EHDC's sustainable transport objectives in accordance with the overriding principles of sustainable development established via EHDC's application of the settlement hierarchy. The application should therefore be refused in accordance with JCS Policies CP1, CP2 and CP10 and NPPF Paragraph 110.