

Planning, Design and Access Statement

**The construction of a two-storey dwelling (revised scheme)
at:**

**81 Ecroyd Park, Credenhill,
Hereford HR4 7EN**

Miss A C H Houlker

November 2020

Background

1. The proposal constitutes a revised scheme following the grant of planning permission for the replacement of a double garage with a two storey dwelling on 22 September 2020 (Application Ref: 201299) ('approved scheme').
2. The principal of a two storey dwelling on the site has clearly been established and the amendments to the approved scheme are modest. In comparison to it, the siting of the proposed dwelling remains unchanged as do the access and parking arrangements. The footprint of the proposed dwelling has also been very slightly decreased to provide greater articulation on its front face.
3. This scheme proposes an additional bedroom. There is a recognised need for three bedroom properties in the Hereford Housing Market Area. Consequently, instead of a single storey projection to the side, the plans now depict a third bedroom provided at first floor within the side section of the dwelling. That section would be recessed on its front face, and set down from the remainder of the property, in the style of a typical extension.
4. We consider the design and the impact on the character and appearance of the area in this Statement. However, in the context of the fallback of the approved scheme, we submit that this revised proposal raises very few issues and that it fully accords with the development plan and national planning policy.
5. We summarise the key changes to the approved scheme and the main issues in the letter which accompanies the application. For consistency and to ensure that the proposal is considered comprehensively we have repeated much of the general context that was provided in the original Planning Design and Access Statement. However, to assist the reader, we have highlighted key changes to the originally submitted statement in red.

Summary

6. Credenhill is a large village with a broad range of services and facilities. It is situated close to Hereford, to which it is connected by bus. It is recognised in the development plan as a sustainable location for new housing.
7. Ecroyd Park and adjacent roads form part of a post-war housing estate. The dwellings here generally have a fairly simple appearance, and are arranged in a mix of semi-detached pairs, short terraces and detached houses. Some buildings have a broadly rectangular footprint, whilst others are staggered.
8. In the context of the area, 81 Ecroyd Park sits on an unusually large plot. It lies at the end of a short cul-de-sac, well within the built-up part of Credenhill. The scheme involves the replacement of the dwelling's unattractive double garage with an attached, modestly-proportioned, three bedroom property. This follows the approval in September this year of a two bedroom dwelling on the site (see [Appendix A](#)). In terms of its siting and materials the proposed dwelling will be virtually identical to that approved scheme, and its footprint will be very slightly decreased. However, in comparison to it, rather than a single storey side projection, the revised scheme will have a two storey side projection accommodating a third bedroom. Viewed from the front, that projection will be set back from the remainder of the property's front face and set down at eaves and ridge height.
9. Given the site's planning history and its context, the resultant built form will entirely respect the character and appearance of the area.
10. Both the proposed dwelling and No 81 will have a rear garden commensurate in size with others in the area, with ample space to enable the occupiers to site outside or perform typical outdoor domestic tasks. The proposed dwelling will have suitably sized internal living areas, in accordance with national guidelines, with all habitable rooms having a front or rear facing clear-glazed window. In this location, at the end of a cul-de-sac, and with the scheme's siting reflecting that of Nos 80 and 81, there will not be a significant overlooking or overbearing impact. The scheme will ensure good living conditions for all existing and future occupiers.
11. Given the accessibility of the site, this is not a location where the occupants would need a car to meet all their day to day needs. Secure and accessible cycle parking is provided. Typical vehicular movements associated with a modest two bedroom dwelling here would be very limited. Accessible car parking areas are provided for both No 81 and the proposed dwelling. The access and parking arrangements are unchanged compared to the approved scheme. The Council's car parking

standards require two parking spaces irrespective of whether a dwelling has two or three bedrooms.

12. The site is not within a conservation area, and there are no heritage assets that will be adversely affected by the development. The Council has confirmed that this site is at low flood risk.
13. The revised scheme will contribute to housing in a local authority that cannot demonstrate a five year supply. That in a sustainable location in a large village with a range of services. It will also contribute to an acknowledged local need for family accommodation of three or more bedrooms. These, along with the contribution residents will make towards the vitality of this community, are significant social benefits.
14. There will also be economic benefits during construction, and from future occupants' support for local services. There will be a modest environmental benefit as a result of the replacement of the rather anomalous, deeply set-back, double garage, with a development which is more sympathetic to the streetscene.
15. The proposal complies with the development plan and is sustainable development in accordance with the National Planning Policy Framework. We therefore respectfully urge that the application be approved without delay.
16. The application is supported by:
 - i) The planning application form and certificates;
 - ii) A site location plan with existing floor plans and elevation (drawing no. MA/ecroyd/sr/11 rev A), proposed floorplans (no. MA/ecroyd/sr/52), proposed elevations (no. MA/ecroyd/sr/51) and proposed parking plan (no. MA/ecroyd/sr/23 rev A), by Malvern Architecture;
 - iii) A Flood Risk Assessment by Malvern Architecture;
 - iv) A Construction Environmental Management Plan prepared by Couper Planning Services Limited;
 - v) A covering letter setting out the modest changes compared to the approved scheme;
 - vi) An Initial Ecological Appraisal by James Johnston Ecology; and
 - vii) This Planning Design and Access Statement.

The development plan, other planning policy and guidance

17. Section 38(6) of the Planning and Compulsory Purchase Act 2004, states that:

“If regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.”

18. Credenhill does not yet have a Neighbourhood Plan. The development plan here therefore comprises primarily the **Herefordshire Local Plan Core Strategy 2011-2031 (2015) ('HCS')**. We set out below the key policies that have informed the scheme [with our underlining for emphasis], although all relevant policies have been considered, and the proposal has been evaluated against the development plan as a whole.

19. The HCS sets out strategic directions for growth in sustainable locations, with more detailed policies and site allocations to be set out in Neighbourhood Development Plans and other Development Plan Documents.

20. Policy SS1 sets out the Council's positive approach to development. This reflects the presumption in favour of sustainable development in the National Planning Policy Framework ('Framework'). It states that:

“we will always work proactively to find solutions which mean that proposals can be approved wherever possible and to secure development that improves the social, economic and environmental conditions in Herefordshire”.

21. As part of its general approach, it supports the provision of decent, affordable homes, and new development in appropriate locations to foster sustainable communities and to promote rural regeneration. Its overall spatial strategy is to achieve an appropriate balance between improving quality of life and economic prosperity, and the protection of the County's environmental assets. This reflects the three objectives of sustainable development at the heart of the Framework.

22. To do this, it aims to build upon existing settlement patterns by focusing on Hereford as the county's administrative centre and on other sustainable market towns, but by also directing almost a third of all housing to the rural areas to help to sustain local services and generate new ones, and to support housing provision for local communities. The aim being to maintain a network of sustainable settlements that meet the needs of communities whilst protecting and enhancing the distinctive environmental assets of the county.

23. Policy SS2 sets out the need to deliver a minimum of 16,500 homes in Herefordshire between 2011 and 2031 to meet market and affordable housing needs. It states that in the rural areas housing will be acceptable where it helps to meet housing needs and requirements, supports the rural economy and local services and facilities, and is responsive to the needs of its community. A minimum of 5,300 houses are required in specified rural settlements.
24. Policy SS6 sets out that development proposals should conserve and enhance those environmental assets that contribute towards the county's distinctiveness, in particular its settlement pattern, landscape, biodiversity and heritage assets. The HCS Key Diagram shows that this site does not fall within an Area of Outstanding Natural Beauty or any other landscape of environmental designation.
25. Figure 4.13 identifies Credenhill as falling within the Hereford Housing Market Area, where to achieve the minimum housing target of 5,300 dwellings, Policy RA1 sets out that approximately 1870 new dwellings will be required over the period 2011-2031. This requirement is the largest of the seven rural housing market areas. Figure 4.14 identifies Credenhill as one of those settlements which will be the main focus of proportionate housing development.
26. Policy RA2 expands upon this approach and states that:

"To maintain and strengthen locally sustainable communities across the rural parts of Herefordshire, sustainable housing growth will be supported in or adjacent to those settlements identified in Figures 4.14 and 4.15. This will enable development that has the ability to bolster existing service provision, improve facilities and infrastructure and meet the needs of the communities concerned."

The minimum growth target in each rural Housing Market Area will be used to inform the level of housing development to be delivered in the various settlements set out in Figures 4.14 and 4.15. Neighbourhood Development Plans will allocate land for new housing or otherwise demonstrate delivery to provide levels of housing to meet the various targets, by indicating levels of suitable and available capacity.
27. It continues:

"Housing proposals will be permitted where the following criteria are met:

 - i) *Their design and layout should reflect the size, role and function of each settlement and be located within or adjacent to the main built up area. In relation to smaller settlements identified in fig 4.15 proposals will be expected to demonstrate particular attention to the form, layout, character*

and setting of the site and its location in that settlement and/or they result in development that contributes to or is essential to the social well-being of the settlement concerned;

- ii) Their locations make best and full use of suitable brownfield sites wherever possible;*
- iii) They result in the development of high quality, sustainable schemes which are appropriate to their context and make a positive contribution to the surrounding environment and its landscape setting; and*
- iv) They result in the delivery of schemes that generate the size, type, tenure and range of housing that is required in particular settlements, reflecting local demand."*

28. **Additionally, it should be noted that Credenhill falls within the Hereford Housing Market Area. According to Figure 3 and paragraph 7.61 of the **Herefordshire Local Housing Market Assessment 2013** "the data suggests that around three-quarters of additional market housing should be family (3+ bedroom) accommodation..."**
29. In summary, in accordance with this approach, and to deliver the minimum housing targets identified in the development plan, residential development shall be focused in larger settlements, such as Credenhill, which have a range of facilities, and shall be located within or adjacent to their main built up areas. **There is also a clear need for family accommodation of three or more bedrooms.**
30. Policy LD1 requires schemes to demonstrate that the character of the landscape and townscape has positively influenced the design, scale, nature and site selection, protection and enhancement of the setting of settlements and designated areas.
31. Policy SD1 sets out, amongst other things, that to create, safe, sustainable and well-integrated environments, proposals should make an efficient use of land - taking into account the local context and site characteristics; be designed to maintain local distinctiveness having regard to architectural detailing and materials, the scale, height, proportions and massing of surrounding development; safeguard residential amenity for existing and proposed residents; utilise physical sustainability measures that include, in particular, orientation of buildings, the provision of water conservation measures, storage for bicycles and waste including provision for recycling, and enabling renewable energy and energy conservation infrastructure.
32. Amongst other things and in general terms Policy MT1 requires that proposals demonstrate that the strategic and local highway network can absorb the traffic impacts of the development without adversely affecting the safe and efficient flow of traffic on the network, or that traffic impacts can be managed to acceptable levels to reduce and mitigate any adverse impacts.

33. This includes promoting access to services by means other than private motorised transport including through the use of promotional and awareness material. Additionally, developments should be designed and laid out to achieve safe entrance and exit with reference to the Council's Highways Development Design Guide and cycle and vehicle parking standards as prescribed in the Local Transport Plan - having regard to the location of the site and the need to promote sustainable travel choices.
34. Government planning policy is articulated through the **National Planning Policy Framework**. It sets out a presumption in favour of sustainable development which it describes as being at its heart and seeks to boost significantly the supply of housing (paragraph 59), and to deliver a wide choice of homes to meet the needs of different groups in the community. **At paragraph 61 it states that:**
- “Within this context, the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies (including, but not limited to, those who require affordable housing, families with children, older people, students, people with disabilities, service families, travellers, people who rent their homes and people wishing to commission or build their own homes).”*
35. Applying the presumption in favour of sustainable development, proposals that accord with an up-to-date development plan should be approved without delay. However, at paragraph 73 it sets out a requirement for Councils to identify and update annually a supply of specific, deliverable sites sufficient to provide a minimum of five years' worth of housing against their housing requirement. Where the local planning authority cannot do so, the policies most important for determining the application should be considered out-of-date.
36. In that case, Framework paragraph 11 states that planning permission should be granted unless:
- i* “the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii* any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.”

‘Areas or assets of particular importance’ are identified in its footnote 6 – none of which apply here.

37. Elsewhere it sets out the need for planning to:

- Encourage the development of small and medium sized sites which can make an important contribution to housing requirements and which can often be built-out relatively quickly (paragraph 68);
- Promote sustainable development in rural areas by locating housing where it will enhance or maintain the vitality of rural communities (paragraph 78);
- Promote an effective use of land in meeting the need for homes and other uses, having regard to identified needs, while safeguarding and improving the environment, maintaining an area's prevailing character, and ensuring safe and healthy living conditions (paragraphs 117 and 122);
- Give substantial weight to the use of brownfield land within settlements for homes (paragraph 118);
- Create places that are safe, inclusive and accessible, and which promote health and well-being, with a high standard of amenity for existing and future users (paragraph 127);
- Ensure that development is sympathetic to local character and establishes or maintains a strong sense of place (paragraph 127); and
- Support the transition to a low carbon future (paragraph 148).

38. The Framework attaches great importance to good design and states at paragraph 124 that '*good design is a key aspect of sustainable development*'. At paragraph 127 it sets out that:

"Planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and*

where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”

39. At paragraphs 108 to 110 it requires safe and suitable access to be achieved, and to give priority to pedestrian and cycle movements.
40. In preparing the scheme we have also considered the advice in the **National Design Guide** 2019. It identifies ten characteristics which should be taken into account to achieve well-designed places which will help to nurture and sustain a sense of community.
41. The County has published a **Highways Design Guide for New Developments** (2006) ('HDG'). Although somewhat dated, **this sets out at page 44 a requirement for a maximum of two car parking spaces, along with two cycle parking spaces for two or three bedroom dwellings outside Hereford City.** It states than an average car parking space is 4.8m long and 2.4m wide.

The key planning issues

The principle of the development

42. **The principle of a dwelling on the site has been clearly established by the approved scheme. That and the sustainability of the location is recognised in the delegated officer report for the approved scheme. It states:**

“The application site is therefore considered to be in a sustainable location, given it is located within the settlement of Credenhill and within an existing residential housing site, with the spatial principle of development being considered to be acceptable in this location..”

43. In the context of rural Herefordshire, Credenhill is undoubtedly a highly sustainable location for new housing. The village supports a wide range of services and facilities, including a Primary School, a Community Hall, a Sports and Social Club, a Surgery, a church, a take-away and a 'One Stop' Convenience store. As shown in Appendix B, these services are within a short distance of the site and are highly accessible from it on foot or by bicycle.
44. Additionally, the village is just 4.5 miles north-west of Hereford, with all its services and facilities, including rail/bus connections. It is connected to the city by the no 71B Hereford-Credenhill bus service, with a bus stop close to the junction of Mill Lane with Station Road – around 4 minutes' walk from the site.

45. In accordance with the Framework, the scheme makes an efficient use of the land, to provide a small site which can be swiftly delivered. The contribution to housing is particularly important in a local authority that cannot demonstrate a five year supply.
46. The principle of the proposal therefore fully complies with HCS Policies SS1, SS2, and RA2; along with the Framework – including its paragraphs 59, 61, 68, 78, 117, and 122.

Design and appearance

47. Ecroyd Park and adjacent roads are laid out as a typical post-war housing estate. The buildings are varied in terms of their form and appearance. Some are arranged as semi-detached pairs, but there are also detached dwellings and short terraces. Some buildings take on a broadly rectangular plan form, whilst others have a more staggered footprint. Finishes generally comprise buff brick, white paint and timber cladding, with concrete tiles on the roof.
48. This diversity is illustrated by the photographs at [Appendix C](#). Those photographs show examples of buildings with an unarticulated terraced form, detached dwellings, and buildings with set-backs and recessed elements – as would be the case here. In the officer report accompanying the approved scheme, the locale is described as “non-descript”.
49. The differences between the approved scheme and this revised scheme are modest. The siting of the proposed dwelling is the same, and the footprint is very slightly reduced. However, to accommodate a third bedroom, instead of a single storey projection to the side, a two storey side projection is now proposed.
50. As the footprint of the proposal has barely changed, the revised scheme retains a passageway to the side and where the proposed bins and cycle store would be located. Viewed from the front, this side projection would be slightly recessed from the remainder of the dwelling’s front face and slightly set down at eaves and ridge height.
51. This design approach has been taken to make this part of the proposal appear slightly subservient to the remainder of the property in the manner of a typical side extension.
52. In terms of its materials, the semi-detached pair at 80 - 81 Ecroyd Park is finished with a mix of buff brick (at No 81) and timber cladding (at No 80), with concrete tiles on the roof. The scheme has been carefully designed to largely replicate the appearance of its attached neighbour at No 81, and will be finished in brick and tiles to match. As with the approved scheme this revised proposal will replace the rather anomalous

shallow-pitched and deeply set-back double garage that currently occupies this part of the site.

53. The area to the front and to the side of No 81 is already covered with hardstanding and gravel. Many dwellings in the area have hardsurfaced forecourts as illustrated by the photographs at Appendix C. In that context, the parking of cars to the front of these dwellings will not appear out of place. As there is no need for additional parking, this element of the proposed scheme is virtually identical on the approved scheme (other than a very slightly increased area due to the recess on part of the dwelling's front face).
54. For the above reasons, the scheme will not harm the character and appearance of the area. It therefore fully accords with HCS Policies SD1, SS6, RA2 and LD1; along with the Framework - including its paragraph 127, and the advice in the National Design Guide.

Highway safety, access and parking

55. As detailed elsewhere, Credenhill has a range of services and facilities, which are within very easy walking or cycling distance of the site. There is also a bus service to and from the County City of Hereford, provided by the number 71B. To encourage cycling, a secure, covered, and easily accessible cycle store will be provided to the side of the proposed dwelling as depicted on drawing no. MA/ecroyd/sr/52.
56. Given that context, this is not a location where the future occupants need be reliant on the private car to meet all their day-to-day needs. The amount of traffic generated by this small two bedroom dwelling would typically be very modest.
57. As a result, the two parking spaces for No 81, and the two proposed spaces for the proposed dwelling, are more than sufficient to meet the occupants' needs.
58. The Highway Authority raised no objection to the approved scheme. In the officer report accompanying it, the following observations were made:

"I note the representations in regards to the highways impacts of an additional dwelling on this site, specifically the additional vehicle movements and additional parking stress. However in the context of no technical highways objection, two off street parking spaces being provided, the very slow speeds of the road in this area (given this is the last house and it's a dead-end) and the National Planning Policy Framework setting out (at paragraph 109) that permission should only be refused on highways grounds where the impacts are severe; I don't consider there to be a highway safety impact and if there were it would only be limited and not severe so wouldn't

constitute a highway reason for refusal. In terms of parking, I note the proposal includes two parking spaces for both the existing and proposed dwelling, I consider this to be acceptable. Although I note there may be minor harm arising from the additional parking stress in the area from additional visitors, but I only attribute this limited weight in the planning balance."

59. The HDG requires two car parking spaces irrespective of whether a dwelling has two or three bedrooms. Two parking spaces would still be provided here. For all those reasons, the scheme's impact on the public highway is entirely acceptable. The proposal is fully in accordance with HCS Policies MT1 and SD1; the HDG and the Framework – including its paragraphs 108 to 110.

Living conditions

60. The scheme ensures appropriately-sized living accommodation for the dwelling's future occupants. *Its three bedrooms exceed the recommended minimum sizes in the Nationally Described Space Standards 2015, as does the dwelling's GIA.* All habitable rooms have at least one clear glazed window with an outlook to the front or to the rear. The proposed property's rear garden will extend to approximately 60 sqm, and the retained rear garden at No 81 to approximately 45sqm. As evidenced by the location plan, those areas accord with other gardens nearby. They will provide ample space for the occupiers to sit outside, or to undertake typical domestic outdoor tasks.
61. The scheme will not have a harmful impact on nearby occupiers' amenities, and it accords with HCS Policy SD1; and with the Framework – including its requirement at paragraph 127 f).

Other matters

62. It was concluded in the approved scheme that the scheme is within flood zone 1 and that there is no known risk of flooding to the property. The Initial Ecological Appraisal by James Johnston Ecology (November 2019) found no significant ecology or protected species issues on the site.
63. *A Construction Environmental Management Plan has been submitted with the proposal to demonstrate how environmental issues will be addressed during the construction phase of the development and to mitigate any impacts on local residents and on the highway during that time. That CEMP was accepted and made the subject of a condition in the approved scheme.*

Overall Benefits and Conclusions

64. The scheme will make an efficient use of the land to swiftly deliver a three bedroom dwelling, on a small site, in a sustainable village location.
65. The principle of the development has already been accepted and the proposed revisions compared to the approved scheme are modest. The design has been carefully considered to ensure that the proposed two storey side section will take on the form of a typical domestic extension with a set down at ridge and eaves heights and a slight set back on its front face to provide some articulation. The design is entirely in keeping with the character and appearance of the area.
66. No changes to the access are proposed and the revised scheme continues to provide cycle and car parking in accordance with the Council's standards, in this accessible and sustainable village location. Given its accessibility and proximity to local services, this is not a location where the occupants would need to be reliant on the private car to meet all their day to day needs. Neither the Highway Authority nor the Planning Authority raised an objection to a dwelling in this location at the end of a quiet cul-de-sac.
67. The scheme will ensure good living conditions for the future occupants of the proposed dwelling and No 81, and will safeguard the amenities of neighbouring properties. The submitted Construction Environmental Management Plan will assist in mitigating any temporary impacts during construction. No heritage assets will be adversely affected and the land is not subject to flooding, or to any environmental or landscape constraint.
68. Moreover, the scheme will swiftly deliver a three bedroom property for which there is a recognised local need.
69. Consequently, the scheme complies with the development plan, and should be approved in line with S38(6) of the Planning and Compulsory Purchase Act. The Framework's presumption in favour of sustainable development at paragraph 11c) requires it to be approved without delay.
70. However, if the Council disagrees and maintains that the scheme conflicts with the development plan, it is relevant that the Council acknowledges that it cannot demonstrate a five year housing land supply. In such circumstances, according to Framework paragraph 11d), those development plan policies most important for determining the application are out of date. It continues that, in accordance with the presumption in favour of sustainable development, permission should then be granted unless:

- policies which protect areas or assets of particular importance provide a clear reason for refusal; or
- any adverse impacts would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework taken as a whole.

71. Consequently, even if the Council considers that the scheme conflicts with the development plan – and we maintain that it does not - the scheme still benefits from the presumption in favour of sustainable development.
72. It contributes to all three dimensions of sustainable development. There will be economic benefits during construction, and from the future occupants' support of local services and facilities. The scheme's contribution to housing supply will support its social dimension, as will future occupants' participation in village life and their contribution to a strong, vibrant and healthy local community. The site is in an accessible village location close to services, it incorporates various sustainable design features, and it responds to local character. Consequently, the application contributes to the environmental dimension.
73. We therefore respectfully request that the revised application be permitted.

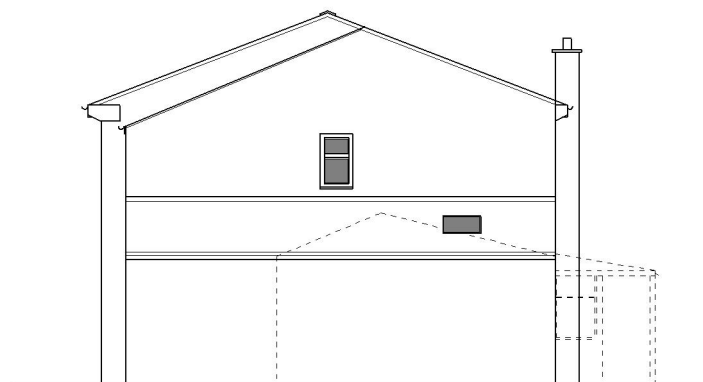
Couper Planning Services Ltd

November 2020

Appendix A: Plans of approved scheme Ref: 201299

0 1 2 3 4 5m @ 1:100

Do not scale this drawing. For discrepancies + omissions contact the issuer prior to work commencing.
The contractor is to check and verify all building and site dimensions, levels and sewer invert levels at connection points before work commences.
The copyright of this drawing is vested in the creator & must not be copied or reproduced without prior written consent.



side elevation



front elevation



rear elevation

Malvern Architecture

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Client:	A Houliker
Job:	81 Ecroyd Park, Credenhill, Hereford HR4 7EN
Date:	April 2020
Ref:	MA/ecroyd/sr/21
Scale:	1/100 @ A3
Revision:	

Appendix B

Nearby services and amenities

Service	Location	Approximate Distance (miles)	Approximate walking time (mins)
Bus stops	Station Road/Mill Lane junction	0.2	4
Grocery store	One Stop Shop	0.2	4
Primary School	St Mary's, Station Road	0.5	11
Sports	Credenhill Sports and Social Club	0.4	8
Surgery	Credenhill Branch Surgery	0.2	4
Takeaway	Credenhill Fish Bar, Meadow Drive	0.2	4
Community Hall	Credenhill Community Hall, Station Road	0.4	8

Appendix C
Photographs of the site's context

P1



P2





COUPER
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SERVICES

P3



P4



P5



P6





COUPER
PLANNING
SERVICES

P7

