

SDNPA Planning Committee – Thursday 14 May 2026

Planning Committee Update Sheet

Agenda Item	Page No	Para	Update	Source/Reason
6	13 & 31	Recommendation	<p><u>Correction to recommendation, as follows:</u></p> <p>7 6 Affordable Housing Units, as set out in the report</p>	Correction
6	14	Executive summary	<p><u>Amendment to sixth bullet point, as follows:</u></p> <p>No.7 No.6 discount market sales units (25 30% discount) are proposed, so as to achieve a 50 46% on-site affordable housing contribution.</p>	Correction
6	20	4.12	<p><u>Additional consultee comments received from the Highways Authority, in reply to additional technical details concerning the proposed access, as follows:</u></p> <p>Holding objection, as follows:</p> <p><u>Access onto Park Lane</u></p> <ul style="list-style-type: none"> • Rationale for a tighter junction and overrun area acceptable in principle. • Tactile paving arrangement and location of pedestrian crossing should be reviewed because if is located in the overrun area where pedestrians would encounter the overrun area and kerbing. • Suggest relocating pedestrian crossing, but may have implications for pedestrian intervisibility and desire lines. • Require a plan to demonstrate vehicle intervisibility between the proposed access and Park Lane/Police Station Lane further east so as cars and refuse vehicle can wait for each other at either junction to pass. Necessary given intensification of the use of the site and understanding traffic implications. 	Update

			<p><u>Layout</u></p> <ul style="list-style-type: none"> • Intervisibility between travelling vehicles within the site demonstrated but given shared surface the access would not be suitable for adoption given design and lack of footway provision. <p><u>Tracking</u></p> <ul style="list-style-type: none"> • 'Estate vehicle' specification does not meet HCC technical guidance; need to demonstrate passing between a larger car and panel van. • Tracking been drawn to a lower 5kph speed, 10mph required. • Refuse tracking shows overrun/overhang onto footway when turning out of the site; question accessibility and highway safety issue. • Position of cars at give way lines on drawings suggest vehicles would need to start turning right out of the site earlier and therefore do not appropriately stop at the give way lines; question adequate visibility as a result with vehicles approaching from the east. <p><u>Recommendation</u></p> <ul style="list-style-type: none"> • Further information required to address above. • Stage I Road Safety Audit be undertaken. <p>Officer note:</p> <p><u>Access onto Park Lane</u></p> <p>During the design process, officers sought a tightening of the access dimensions. This was to avoid a larger engineered approach onto Park Lane to contribute to an improved streetscene, alongside re-designing the frontage, and achieve a better road hierarchy with Park Lane and a shorter crossing distance for pedestrians.</p> <p>Park Lane is a straight road which offers good intervisibility for vehicles driving in opposing directions and an assessment can be made in the absence of a Plan</p>	
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			<p>based on case officer site visits. Furthermore, the arrangement of the junction further east (Park Lane/Police Station Lane) already dictates vehicle speeds and visibility and accommodates school and residential access traffic passing on opposing directions with no known accident data, and is a sufficient distance away from the proposed access to afford visibility between that junction and the proposed access.</p> <p>Roads in the South Downs (also signed up to by the Highways Authority) supports a contextual design approach. Droxford is characterised by tighter and characterful lanes. Also, at 13 dwellings, this is half of the allocated number anticipated in the Local Plan.</p> <p><u>Vehicle tracking</u></p> <p>It seems excessive to demonstrate faster vehicle speeds within the drawings. The tracking, as drawn, is at a slower speed given the width and nature of Park Lane and re-designed access which, in reality, vehicles are likely to be moving more slowly through the access. To accommodate faster speeds would likely involve a wider more engineered access, at odds with the design approach.</p> <p>The incursion over the pavement by a refuse vehicle leaving the site appears minor and is not over an area which could be considered as a main thoroughfare past the site. In any event, the tracking as drawn involves a 'super size' refuse vehicle which appears excessive based on Manual For Streets, which requires tracking of the appropriate vehicle given any access limitations. In this instance, given Park Lane's characteristics, a super size vehicle is unlikely to be used given existing access limitations on Park Lane and Police Station Lane.</p> <p>The position and movement of vehicles exiting the site and turning before reaching the give way lines is acknowledged. However, given the low speeds involved and the visibility which could be achieved, the access is an acceptable balance between highways requirements and contextual design merits.</p> <p>The pedestrian crossing is at the most logical location and improving the pavement along Park Lane is an overall benefit regarding accessibility for the</p>	
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			<p>school and recreation ground. The location and design of tactile paving is a balance between maintaining the desire line and achieving a workable overrun for larger vehicles. The kerbing for the overrun area here could be flush to avoid confusion for visually impaired pedestrians.</p>	
6	21	4.13	<p><u>Landscape Officer neutral comments, relating to original 9 dwelling scheme, not previously summarised in report, as follows:</u></p> <ul style="list-style-type: none"> • Scheme must be landscape-led. • Light touch Landscape and Visual Impact Appraisal required. • Knotweed needs to be addressed. <p><u>Access</u></p> <ul style="list-style-type: none"> • Create characteristic road hierarchy, access no wider than Park Lane, avoid pavements and kerbs. • Protect Park Lane character; buildings ‘tight’ to it, disguise visibility splays. • Avoid highways-led engineering. • Road should have a rural form, with buildings fronting the space. <p><u>Buildings and spaces</u></p> <ul style="list-style-type: none"> • Provide characteristic boundary treatments • Use walls and buildings to enclose spaces, with ‘quirky’ arrangements and discreet parking. • Provide greater variety in form, volume, height to reflect local character. • Avoid parking courts due to urban character. • Reflect Droxford characteristics. • Consider how buildings could create a characteristic street scene. 	Update

			<p><u>Green Infrastructure</u></p> <ul style="list-style-type: none"> • Landscape scheme must be characteristic. <p><u>Water/drainage</u></p> <ul style="list-style-type: none"> • Site capacity limited by foul water infrastructure. • Land above drainage field remain multifunctional and characteristic. • Integrate surface water drainage with landscaping and street character. • Layout and design should utilise drainage evidence holistically. <p>Officer note: This neutral advice was provided to the original 9 dwelling scheme. These comments were considered through the subsequent evolution of the scheme, in conjunction with advice from the Design Officer, to the latest proposals. An acceptable scheme is proposed based on the landscape and design merits outlined in the Report.</p>	
6	21	4.14	<p><u>Additional Lead Local Flood Authority (LLFA) response received to latest proposals, as follows:</u></p> <p>LLFA: No objection, subject to condition.</p> <p>Officer note: Condition 9 is updated below in response to their advice.</p>	Update
6	21	5.1	<p><u>Correction in summary of representations. Remove 5th bullet point from under 'Ecology' sub-heading, as it's irrelevant.</u></p> <ul style="list-style-type: none"> • Increased noise (including from grain store plant), traffic, and light pollution. 	Correction
6	32	9.2	<p><u>Amendment to condition 4, as follows:</u></p> <p>a. Design Stage SAP 10 assessment for each dwelling and flatted block.</p>	Correction

6	33	9.2	<p><u>Amendment to condition 8, as follows:</u></p> <p>No development shall commence until details of the proposed means of foul sewerage scheme and its long-term management have been submitted to and approved in writing by the Local Planning Authority. The details shall include (but not limited to) pollution prevention measures to protect the Source protection Zone and confirmation of any necessary Environmental Permit for foul water discharge. Thereafter, the development shall be carried out in full accordance with the agreed details prior to the occupation of any dwelling, and managed in perpetuity thereafter for the lifetime of the development.</p> <p><u>Reason:</u> To ensure an appropriate means of foul drainage on site.</p>	Update
6	33	9.2	<p><u>Amendment to condition 9, as follows:</u></p> <p>No development shall commence until details of the proposed surface water drainage scheme and its long-term maintenance and management have been submitted to and approved in writing by the Local Planning Authority. The scheme shall follow the submitted SuDS Strategy (prepared by Mont Arch Ltd, ref: DS001, dated 20.02.2026) and the NPPF, PPG Flood risk and coastal change and National Standards for SuDS and include:</p> <ul style="list-style-type: none"> a. A technical summary highlighting any changes to the design. b. Detailed drainage plans to include type, layout and dimensions of drainage features including references to link to the drainage calculations. c. Detailed drainage calculations to demonstrate existing runoff rates are not exceeded and there is sufficient attenuation for storm events up to and including 1:100 + climate change. 	Update

			<p>d. Confirmation that sufficient water quality measures have been included to satisfy the methodology in the Ciria SuDS Manual C753.</p> <p>e. Pollution prevention measures (including any storage of pollutants) to protect the Source protection Zone, in support of the above technical information and confirmation of any necessary Environmental Permit for surface water discharge.</p> <p>f. Exceedance plans demonstrating the flow paths and areas of ponding in the event of blockages or storms exceeding design criteria.</p> <p>Thereafter, the development shall be carried out in full accordance with the approved details prior to the first occupation of any of the dwellings and managed in perpetuity thereafter for the lifetime of the development.</p> <p><u>Reason:</u> To ensure a satisfactory means of retaining and maintaining the surface water drainage.</p>	
7	43 & 72	Recommendation	<p><u>Recommendation:</u></p> <p>I) That planning permission be granted subject to:</p> <p>i. The satisfactory completion of a Section 106 Agreement, the final form of wording for which is delegated to the Director of Placemaking, to secure:</p> <ul style="list-style-type: none"> • 2 affordable homes, as set out in the report; • A review and clawback mechanism in relation to affordable housing provision; • Highways contributions and requirements, as set out in the report. <p>ii. The agreement of a Phasing Plan for the delivery of the development.</p>	Updates in bold

			<p>iii. The conditions set out at Paragraph 8.1 of the report, and any amendments or other conditions as required to address technical matters and to accommodate the phasing of development as per the Phasing Plan to be agreed, to be delegated to the Director of Placemaking.</p> <p>2) That authority be delegated to the Director of Placemaking to refuse Planning Permission, with appropriate reasons, if the legal agreement is not completed, or insufficient progress made, within six months of the 14 May 2026 Planning Committee meeting.</p>	
7	73	8.1	<p><u>Condition 4:</u></p> <p>e) Details of all rooflights; which shall be flush fitting metal conservation rooflights with a vertical glazing bar.</p>	Deletion in bold
7	75	8.1	<p><u>Condition 14:</u></p> <p>No phase of the development hereby permitted shall be brought into use occupied until the archaeological site investigation and post - investigation assessment (including provision for analysis, publication and dissemination of results and archive deposition) for that phase has been completed or a timetable setting out how and when the analysis, publication and dissemination of results and archive deposition will be completed is submitted and approved in writing by the Local Planning Authority. The archaeological site investigation and post - investigation assessment will be undertaken in accordance with the programme set out in the written scheme of investigation approved under condition.</p> <p><u>Reason:</u> To enable the recording of any items of historical or archaeological interest, in accordance with policies SD12 and SD16 of the SDNP Local Plan 2019 coupled with the NPPF 2025.</p>	Deletion in bold and addition in bold – for clarity

7	76	8.1	<p><u>Condition 15:</u></p> <p>Prior to the commencement of development and subsequent to an approved archaeological site investigation, if there are significant archaeological remains found and preservation in situ is necessary, a construction method statement to show the preservation in-situ of significant archaeological remains shall be submitted to and approved in writing by the Local Planning Authority.</p> <p><u>Reason:</u> To enable the recording of any items of historical or archaeological interest, in accordance with policies SD12 and SD16 of the SDNP Local Plan 2019 coupled with the NPPF 2025.</p>	Update in bold – for clarity
7	77	8.1	<p><u>Condition 22:</u></p> <p>No development shall commence until the two existing accesses onto Spital Road shown on the submitted plans have been stopped up and the kerb and footway reinstated in accordance with details that shall be submitted to and approved in writing by the Planning Authority.</p> <p><u>Reason:</u> To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway.</p>	Deletion – will form part of Highways agreement
7	78	8.1	<p><u>Condition 25:</u></p> <p>The No part of the development shall not be occupied until the associated parking areas have been provided in accordance with the approved plans and the areas shall thereafter be retained for that use. The proposed parking spaces shall measure at least 2.5m by 5m (add an extra 50cm where spaces abut walls).</p> <p><u>Reason:</u> To provide adequate space for the parking of vehicles, to ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway.</p>	Deletion in bold and addition in bold – for clarity

7	78	8.1	<p><u>Condition 29:</u> Insert point d) as follows: d) any temporary arrangements for access and turning for construction traffic Renumber remaining points e) to l).</p>	Update in bold – to replace Condition 30 (see below)
7	79	8.1	<p><u>Condition 30:</u> Development shall not commence until such time as temporary arrangements for access and turning for construction traffic has been provided in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority. Reason: To secure safe and satisfactory means of vehicular access to the site during construction.</p>	Deletion – To be included in CEMP (see above)
7	79	8.1	<p><u>Condition 32:</u> From: 4) f) In the case of plots x to x (north-eastern corner of the site) to demonstrate, via a Passivhaus certificate that these dwellings meet the Passivhaus standard. To: 4) f) In the case of plots 10 to 12 (north-eastern corner of the site) to demonstrate that these dwellings will meet the Passivhaus certified standard.</p>	Update to bold for accuracy (see Condition 33)
7	79	8.1	<p><u>Condition 33:</u> No later than six months after the last occupation of the development, detailed information in a Post Construction Stage Sustainable Construction Report</p>	Update in bold (see above)

			<p>demonstrating how the development has been carried out in accordance with all of the requirements set out in Condition 32 shall be submitted to, and approved in writing by, the Local Planning Authority. This documentary evidence shall include, but shall not be limited to, Passivhaus completion certificates for Plots 10 to 12, as built SAP and SBEM data, and as built stage BRE water calculator.</p> <p><u>Reason:</u> To ensure the development demonstrates a high level of sustainable performance to address mitigation of, and adaptation to, predicted climate change, in accordance with SD2, SD48 and the SDNPA Sustainable Construction SPD.</p>	
7	80	8.1	<p>Condition 34:</p> <p>No development shall take place until an ecological design strategy (EDS) addressing enhancement for birds, bats, hedgehog, landscape planting and green walls has been submitted to and approved in writing by the local planning authority. The EDS must demonstrate the following is embedded into the scheme's design/layout: hedgehog highways with signage for residents; landscape planting with minimum 75% native or non-native species of recognised wildlife value; green wall supporting structures fixed minimum 200mm off facades; minimum 27No. bird bricks/boxes with provision focussed on swift and minimum 27No. bat bricks/boxes/access tiles (comprising maximum 20No. access tiles).</p> <p>The EDS shall include the following:</p> <ol style="list-style-type: none"> purpose and conservation objectives for the proposed works; review of site potential and constraints; detailed design(s) and/or working method(s) to achieve stated objectives; number, extent and location/area of proposed works on appropriate scale maps and plans; type and source of materials e.g. native species of local provenance; 	Correction – will be added to Informatives

			<p>f) timetable for implementation demonstrating works are aligned with any phasing;</p> <p>g) persons responsible for implementing the works;</p> <p>h) details of initial aftercare and long-term maintenance;</p> <p>i) details for monitoring and remedial measures;</p> <p>j) details for disposal of any wastes arising from works. The EDS shall be implemented in accordance with the approved details, and all features shall be retained in that manner thereafter.</p> <p><u>Reason:</u> To ensure that any adverse environmental impacts of development activities can be mitigated, compensated and restored and that the proposed design, specification and implementation can demonstrate this, and to provide a net gain for biodiversity as required by Section 40 of the NERC Act (2006), paragraphs 187 and 193 of the NPPF (2024) and local policies.</p>	
7	82	8.1	<p>Informative 6:</p> <p>Add:</p> <p>The EDS must demonstrate the following is embedded into the scheme's design/layout: hedgehog highways with signage for residents; landscape planting with minimum 75% native or non-native species of recognised wildlife value; green wall supporting structures fixed minimum 200mm off facades; minimum 27No. bird bricks/boxes with provision focussed on swift and minimum 27No. bat bricks/boxes/access tiles (comprising maximum 20No. access tiles).</p>	
7	87	First Sentence, heading 'Major Development'	<p>Amendments to two paragraphs to correct NPPF reference, as follows:</p> <p>Paragraph 177190 of the NPPF confirms that....</p> <p>For the purposes of Paragraph 177190 whether a proposal is 'major development...</p>	Correction

8	112	4.1	<p>Two additional letters of representation have been received since the publishing of the committee report. These are available online and can be summarised as;</p> <ul style="list-style-type: none"> • One neutral (no. 9 Rothermead). Welcome changes to plots 1 & 2, concerns regarding access road remain. Detail of the access should be provided now and now as part of a condition. • One objection (no.13 Rothermead). The overall density of the development is beyond what a boundary development should be for a boundary to the countryside. There is still no pathway link to the countryside. Agree with no.9 Rothermead and issues of access ought to be addressed now and the separation distance between no.9 Rothermead and the proposed new access road needs to be reviewed. 	Late reps received.
8	117	First Sentence, heading 'Major Development'	<p>Paragraph 190 of the NPPF confirms that when considering applications for development within the National Parks, permission should be refused for major development other than in exceptional circumstances and where it can be demonstrated that the development is in the public interest.</p> <p>For the purposes of Paragraph 190 whether a proposal is 'major development</p>	Correction in bold to reflect latest version of NPPF.
9	154	4.3 Table	<p>One additional response received from Rushmoor Borough Council: due to the highly constrained and urban nature of Rushmoor, they are unlikely to be in a position where an oversupply is identified. Therefore, Rushmoor is not able to accommodate any unmet housing needs or unmet Gypsy and Travellers needs of the South Downs National Park.</p>	Additional response.