



**Agenda Item 6
Report PC23/24-34**

Report to	Planning Committee
Date	13 June 2024
By	Director of Planning
Application Number	SDNP/23/03638/FUL
Applicant	Thakeham Homes Limited
Application	Demolition of existing agricultural buildings and erection of 54 residential dwellings, together with associated highway, landscape and other associated works (resubmission of application ref. SDNP/23/01329/FUL)
Address	Land to The West of The Causeway, Petersfield, Hampshire

Recommendation:

- 1) **That planning permission be granted subject to the conditions set out in paragraph 10.1 of the report and a section 106 legal agreement, the final form of which is delegated to the Director of Planning, to secure:**
 - **27 affordable homes**
 - **Off-site Biodiversity Net Gain**
 - **Highways and Rights of Way Contributions**
 - **Travel Plan and Monitoring fees**
 - **Open Space and Management company for public open space, SuDS etc.**
 - **The requirement to enter into a S278 agreement to secure highways works.**
 - **The diversion of the definitive line of FP42.**
 - **The diversion and/or works on FP41b at its junction with the access road.**

 - 2) **That authority be delegated to the Director of Planning to refuse the application with appropriate reasons if the S106 Agreement is not completed or sufficient progress has not been made within 6 months of the 13 June Planning Committee Meeting.**
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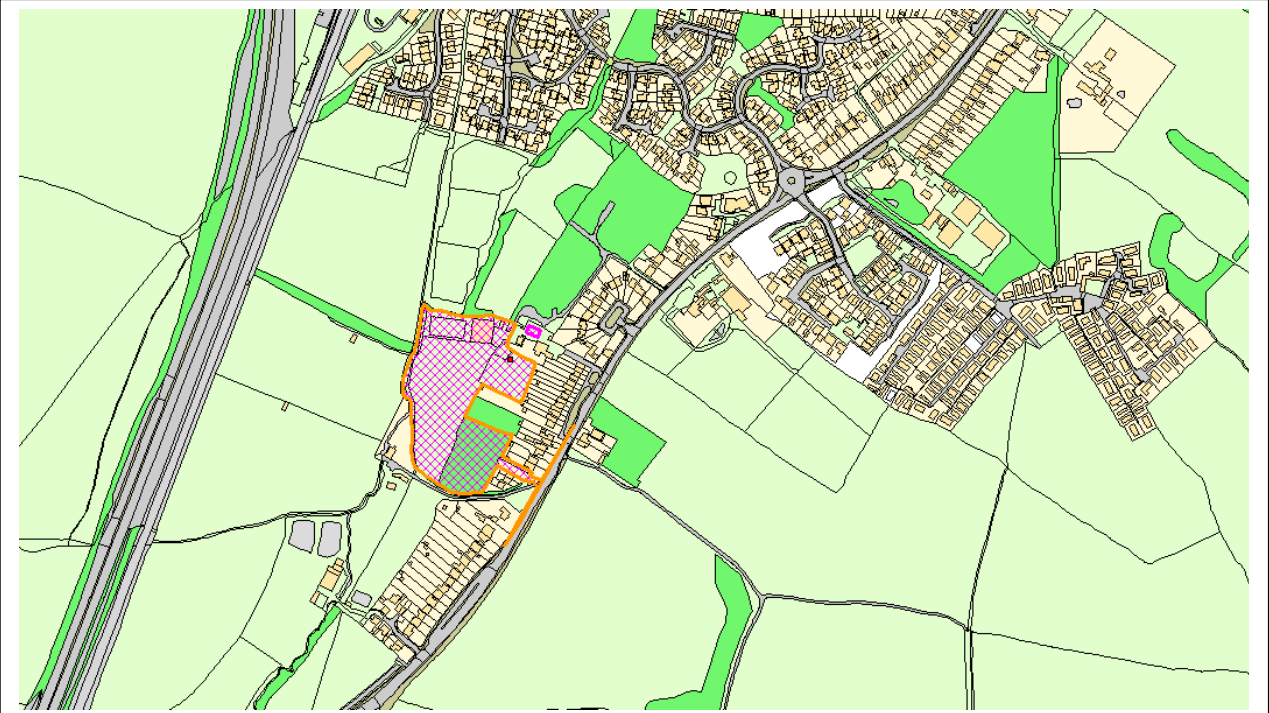


Figure 1: Site Location Plan

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Executive Summary

- The application is placed before Members due to the scale and nature of the proposed development, and the level of local interest. The application proposes 54 dwellings on a site within the Petersfield Settlement Boundary, allocated within the Petersfield Neighbourhood Development Plan (PNDP) under joint allocation H4/H7.
- This application follows a previously withdrawn application from 2023. The site has been subject to extensive pre-application discussions with both Officers and the SDNP Design Review Panel. The developer has also worked proactively with the EA and the Highway Authority in order to solve and address technical matters.
- The application would provide:
 - 54 dwellings on an allocated site within the settlement boundary of Petersfield.
 - A policy compliant 50% (27) affordable housing units, to be secured in perpetuity.
 - On-site habitat creation and enhancement and 10% off-site BNG.
 - Enhancements to the public rights of way network.
 - Highways and ROW contributions.
- In order to improve visibility splays at the proposed access, the applicant has worked with the Highway Authority to agree a scheme of traffic calming measures on The Causeway, which would be secured via a S278 Highways agreement. The internal road layout and parking provision is considered acceptable.
- The implementation of the proposed development would require the re-routing of 2 definitive footpaths; one of which having already deviated by users from its definitive legal route, and one to improve pedestrian safety and enjoyment at the site's access point. The development would facilitate an enhancement of the public rights of way network and would provide greater connectivity through the site with additional connections to the network.
- Whilst the District Drainage Engineer has some reservations regarding the proposed attenuation basins, the applicant has developed and submitted hydraulic modelling of the site and their proposed water management strategy. There are no technical objections from the EA or LLFA to the proposal, subject to a number of conditions.
- Officers consider the application is in accordance with the Policies within the Local Plan and the Purposes of the National Park and recommend approval.

I. Site Description

- I.1. The application site is situated to the west of the B2070, The Causeway on the southern side of Petersfield. The site generally has a gentle sloping topography upwards from the south west to the north and east, with a decline from the highway into the Site along the access.
- I.2. Much of the site is grassland/pasture, with agricultural buildings and stables at the northern part. The south eastern sloped section is wooded. The site is bound by existing residential development to the north, residential gardens to the east, a Public Right of Way (Footpath 42) and watercourse to the west with agricultural fields and the A3 beyond, and a Grade II Listed Cottage (known as '211, The Causeway' or 'Landpits') and fields to the south.
- I.3. Access into the site is from the B2070, via a private track that currently leads to nos. 213-217 The Causeway. The access crosses over the Shipwrights Way (long distance path) and the track that provides access to Landpits, located to the south west. This lane also forms Footpath (No.41b and 43), which runs along the southern site boundary.
- I.4. As noted in the Planning Statement, the surrounding area has two different characters; to the north and east is a mix of traditional terraced houses and new dwellings, with a predominantly residential character along The Causeway and Larcombe Road. Existing linear residential development continues beyond the Site to the south. The western boundary of the site exhibits a more rural character incorporating open fields, hedgerows and woodland.

- 1.5. The nearest ecologically designated site is Butser Hill SSSI, 1.8km to the south west.
- 1.6. The site is allocated within the made Petersfield Neighbourhood Plan 2013-2028 (September 2015, Amended 2018) as site H7. It is a joint allocation with site H4 'Land south of Larcombe Road' to the north for which approval was granted in 2015 and the permission is implemented.

2. Relevant Planning History

- 2.1. The following planning history is relevant:

SDNP/23/01329/FUL - Demolition of existing agricultural buildings and erection of 54 residential dwellings, together with associated highway, landscape and other associated works. Withdrawn 28/06/2023.

SDNP/22/04025/SCREEN - REQUEST FOR SCREENING OPINION - Petersfield Neighbourhood Plan allocation reference H7 - to identify whether an Environmental Impact Assessment (EIA) will be necessary to support a future planning application for the proposed development at Land West of The Causeway, Petersfield to provide up to 64 dwellings and associated ancillary works. EIA Not Required 21/09/2022.

SDNP/22/00611/PRE - Development proposal for Petersfield Neighbourhood Plan allocation reference H7 'Land west of The Causeway', comprising 56 market and affordable dwellings, the creation of a new access from The Causeway and associated Site-wide landscaping. Pre-application advice given 09/05/2022.

3. Proposal

The proposed development includes the removal of the existing agricultural buildings on the site and the construction of the following:

- 54 dwellings of which 27 would be affordable in the form of detached, semi-detached and terraced houses and flatted blocks. 20 of the dwellings would be allocated as affordable rented tenure and 7 as affordable home ownership.
- A machine storage building, located to the north-east corner of the site, required for ongoing land management of the wider land holding to the west.
- An electrical substation building, located to the west of the site.
- Vehicular and pedestrian access from the B2070 The Causeway, between existing dwellings nos. 209 and 213 The Causeway.
- Provision of open space and landscaping.
- Attenuation ponds on the western and south western boundaries.

- 3.1. During the course of the application, a number of amendments were made to the design, layout and access arrangements in response to concerns raised by officers including:

- Alterations to garden depths
- Relocation and rationalisation of parking space sizes to better accommodate green spaces, planting and screening.
- Hardstanding material alterations to reduce areas of tarmac.
- Plans provided to show the location of on and off-site public rights of way, as well as enhancements to these.
- Revised off-site access and traffic calming measures, designed in conjunction with the Highway Authority.

4. Consultations (A to Z)

- 4.1. Buriton **Parish Council** – Objection:

- Proposal has not followed the advice provided at pre-application stage.
- Proposal does not meet the aims of the Petersfield LCWIP (Local Cycling and Walking

Infrastructure Plan).

- The proposal does not provide good links through the development for walking or cycling.
- No new access onto the Causeway should be of a form or design which would impede or cause safety concerns or conflicts for cyclists or pedestrians.

4.2. **Dark Skies Consultant** – No objection, subject to conditions.

4.3. **EHDC Drainage Officer** – Objection:

- Notes that the EA have stated no objection on fluvial flooding grounds but are suggesting flood resilient construction methods.
- New residential properties should not require additional measures to protect against potential flooding.

OFFICER NOTE: the initial comments received raised no objection in principle, subject to LLFA and EA accepting the modelling and design proposals for surface water drainage. Also, the provision of a satisfactory risk assessment for the attenuation basin adjacent to the public right of way. Conditions recommended with regard to drainage layout plans and maintenance management plans which confirm responsibility post-development.

4.4. **EHDC Housing Development Officer** – No objection

- Mix proposes a greater number of apartments which meets need, but houses would be preferred.
- Suggest that Block B is provided as shared ownership to reduce number of rented apartments grouped together.
- This may improve the management of the site, whilst providing a more affordable route into home ownership in the area.
- A plan setting out the tenure is required.

4.5. **EHDC Tree Officer** – No response received.

4.6. Environment **Agency (EA)** – No objection:

- Following a review of the site-specific hydraulic modelling assessment for the proposed development submitted by the applicant, no objection to the proposed works.
- Provides advice regarding flood resistance and resilience measures and to contact the relevant building control department to find out what measures may be effective.

4.7. Hampshire **Designing Out Crime Officer** – Provides advice in relation to the prevention of crime and disorder:

- None of the apartment blocks appears to have a boundary treatment that creates an area of semi-private space about the building.
- To reduce the opportunities for crime in the cycle stores, a robust single doorset should be fitted. Within the store cycle anchor points and lighting should be provided.
- Open space should be well overlooked by nearby dwellings and planting should not obscure natural surveillance.
- Bollard lighting is not crime prevention lighting, nor does it reduce the fear of crime.

4.8. Hampshire **Ramblers:** Neutral

- As Footpath No 42 Petersfield will be significantly disturbed in order to carry out this development could your Authority please insist that the whole route within the red line be reinstated to Hampshire County Council's design standards before the 27th house is occupied.
- Likewise, the proposed diversion route for Footpath No 41B Petersfield should be constructed to this standard as it will be a new route before the diversion order is allowed

to come into effect.

- 4.9. **HCC Ecology Officer** – No objection, subject to conditions.
- 4.10. **HCC Highways Authority** – No objection, subject to conditions and entering into a S106 legal agreement to secure Highways obligations.
- 4.11. **HCC Lead Local Flood Authority (LLFA)** – No objection, subject to conditions.
- 4.12. **HCC Public Rights of Way (ROW)** – No objection subject to conditions and entering into a S106 legal agreement to secure PROW obligations.
- 4.13. **Natural England** – No objection.
- 4.14. **NHS Hampshire and Isle of Wight** – Seeks contributions towards cost mitigation of the pressures on the local healthcare facility and that it will form part of any future S106 Agreement with the Developers.

OFFICER NOTE: this request is acknowledged, however a contribution is not considered CIL compliant in this case and should not, in Officers' view, be secured.

- 4.15. **Petersfield Society** – Initially no objection but now object on the following grounds:
 - Concerns re. drainage, noting comments from the Environment Agency.
 - Concerns re. proposal to create 2 build-outs on the Causeway as it will create substantial problems for users of The Causeway. An alternative solution must be sought.
 - Impacts on provision for safe route for cyclists on NCN22/Shipwrights Way. This is not good enough; now, at the development stage, is the time to develop new effective pedestrian and cycle routes to encourage residents to use means of transport other the car.
- 4.16. **Petersfield Town Council** – Welcomes the development in principle:
 - Members would like to see a secondary route out of the development to the north onto the Causeway for cyclist and pedestrians and also for solar panels to be installed on the properties.
 - Subject to the application being approved, the Town Council would welcome the potential to own and manage the open space to the north of the site subject to a suitable agreement being in place.

OFFICER NOTE: the applicant intends to 'gift' a parcel of land to the Town or Parish Council, however this (the transfer of land) is not required in order to make the development acceptable but it is understood that the applicant is willing to deliver this outside of the planning application process.

- 4.17. **SDNPA Conservation Officer** – Some concern re. impact on adjacent listed building but notes allocated site.
- 4.18. **Southern Water** – No objection.
- 4.19. **SDNPA Design Officer** – Neutral:
 - Layout provides an 'anywhere' suburban approach.
 - Car dominated, no clear road hierarchy.
 - Open space bitty and unconnected, layout too intense on countryside edge, but improvements to second open space opposite the large oak tree noted.
 - Needs to be looser and more varied in terms of size, orientation, setbacks and roof form.
 - Some SuDS features (swales and attenuation basins) but most surface water conveyed by underground pipes in a very conventional engineered manner.
 - Need to maximise legible pedestrian and cycle links but opportunity to link development to the development to the north and to The Causeway to the east not explored.

- Affordable housing flats poorly served with no amenity space.
- 4.20. **SDNPA Landscape Officer** – Neutral:
- The project claims to be landscape-led and mentions a number of very positive ambitions but these are not fully demonstrated in the layout, design or details.
 - The proposal creates a suburban scheme which is yet to speak of Petersfield or the National Park.
 - The project relies upon engineered solutions, including for drainage, which exacerbates the change in character and creates negative impacts but is policy compliant.
 - The project design has retained some trees on site which is positive, nevertheless some are isolated and in the case of the near-veteran oak.
 - Efforts to reduce road widths have been made in some places, which is good to see. However, hierarchy of routes, could be better reflected in terms of scale, materials and details.
 - Many of the negative effects upon character can be ‘designed out’ by following best practice, valuing key characteristics of the site from the start and taking a sensitive approach to design which is creative, iterative and seeks to change the key characteristics of the site as little as possible.
- 4.21. **SDNPA Planning Policy Officer** – Provides the following comments:
- The National Park has a robust 5-year land supply position;
 - The principle of residential development has been established in NDP Policy HP1;
 - The SDLP and Petersfield NDP both explain that allocated quantum is approximate;
 - The landscape-led principle (SDLP Policy SD5) is more recent than the NDP allocation;
 - The landscape-led principle (SDLP Policy SD5) requires an in-depth contextual analysis; and
 - Any reduction in approximate quantum should be clearly reasoned / justified.
- 4.22. **SDNPA Sustainable Construction** – Some concern re loss of Green Infrastructure. Conditions recommended.

5. Representations

- 5.1. 67 letters have been received from 40 addresses objecting to the proposals. The main objections are summarised below:

Principle of Development and Policy

- The National Park designation was meant to protect the countryside.
- Conflict with Petersfield Neighbourhood Plan and SDNP Local Plan.
- The principle of development is not established.
- Homes would not be affordable.
- Affordable mix is poor.

Landscape

- Further destruction of the countryside/loss of green space.
- Encroachment on surrounding villages.
- Development would not safeguard the experiential and amenity qualities of the landscape.
- Proposals detract from living in the South Downs National Park.

Flooding

- Site and nearby developments are prone to flooding.
- No consideration of upstream or downstream water, a full stream analysis should be conducted.
- Submitted flood information is insufficient.
- Increase in hardstanding will increase risk of flooding.
- Unclear who will be responsible for SuDS maintenance and management.

Traffic, highways, access.

- Neighbourhood Plan requires multiple accesses onto The Causeway.
- Access would negatively impact existing properties in close proximity.
- Landpits Lane is private and there is no right over the footpath FP41b.
- Access will be dangerous.
- Insufficient data and information submitted.
- The proposed build-outs will be detrimental to the safety and operation of The Causeway for all users.
- No consultation on traffic calming measures.
- Departure from standard is not acceptable.
- Proposal does not take into account other developments in the area.
- Emergency Services' use of The Causeway have not been taken into account.
- The Causeway is already highly congested, particularly at rush-hour and when there is an incident on the A3.

Rights of way, pedestrians, cycling

- Plans do not acknowledge presence of the public rights of way network.
- Rights of way network cannot be obstructed by planting.
- Little information about cycle storage.
- Enjoyment of local footpaths will be impacted.
- Development lacks permeability and safety for cyclists.

Amenity

- Little consideration has been given to the future occupiers of the dwellings.
- Little consideration has been given to neighbouring occupiers.
- No mention of sound proofing in the walls, floors and ceiling which will result in noise disturbance.
- Time taken, vibration and disturbance from construction process.
- Noise disturbance from new access.
- Disturbance from car doors, headlights, alarms, horns.
- Increased pollution.

Parking

- Insufficient parking is proposed.
- Insufficient space for visiting and emergency vehicles.

Biodiversity

- Existing biodiversity has not been considered.
- Claims of biodiversity net gain are spurious.
- Off-site net-gain is unacceptable.

Layout/Design

- Layout is too dense.
- Scale of development is not appropriate.
- Design, detail and materials are out of character.
- Concerns re. public space resulting in security concerns.

Environmental

- Harm to Dark Skies reserve.
- Concerns re. air quality.
- Noise disturbance from Air Source Heat Pumps.
- Air and noise pollution.
- Exacerbated disturbance from the trainline and A3 due to increased hard surfaces.

Heritage

- Impact on significance and setting of 'Landpits'.
- Anything that alters the 'countryside' setting of 'Landpits' would be harmful.
- There appear to be no plans to increase the screening of 'Landpits'.

Sustainability

- Site is not in a sustainable location.
- Bus service is infrequent.
- People will drive everywhere, not walk.
- PV panels should be provided to all dwellings as standard.

Services

- Will exacerbate existing pressure on schools, doctors, dentists, etc.

Other

- Plans do not correctly show boundaries.
- Applicant does not own all the land it intends to use for the development.
- Proposals would affect property prices/prevent sales.
- Risk of subsidence to no. 209.
- Insufficient consultation has taken place.
- Proposal differs significantly from public consultation event.

5.2. Officers are aware that letters have also been sent directly to Statutory Consultees raising similar concerns.

5.3. I letter of support has been received, making the following points:

- The proposed traffic calming measures will slow traffic down which is much needed for anyone - out of town or local pedestrians, residents and actual motorists, anyone who uses or is based on The Causeway.
- Housing developments have to and will continue taking place.

- Petersfield has several roads with traffic calming measures and they do work. Drivers should adhere to the speed limits, and they have not been doing so on The Causeway.

6. Planning Policy

6.1. Most Relevant Sections of the National Planning Policy Framework:

- NPPF02 – Achieving sustainable development.
- NPPF04 - Decision-making.
- NPPF05 - Delivering a sufficient supply of homes infrastructure.
- NPPF08 - Promoting healthy and safe communities.
- NPPF09 - Promoting sustainable transport.
- NPPF11 - Making effective use of land.
- NPPF12 - Achieving well-designed places.
- NPPF14- Meeting the challenge of climate change, flooding and coastal change.
- NPPF15 - Conserving and enhancing the natural environment.
- NPPF16 - Conserving and enhancing the historic environment.

6.2. Most relevant Policies of Adopted South Downs Local Plan (2014-2033) (A full list of relevant policies can be found in Appendix I)

- SD02 - Ecosystem Services
- SD04 - Landscape
- SD05 - Design
- SD09 - Biodiversity and Geodiversity
- SD11 - Trees, Woodland and Hedgerows
- SD12 - Historic Environment
- SD13 - Listed Buildings
- SD19 - Transport and Accessibility
- SD20 - Walking, Cycling and Equestrian Routes
- SD25 - Development Strategy
- SD28 - Affordable Homes
- SD45 - Green Infrastructure
- SD49 - Flood Risk Management
- SD50 - Sustainable Drainage Schemes

6.3. Most Relevant Policies of the Adopted Petersfield Neighbourhood Plan (A full list of other relevant policies can be found in Appendix I)

- HPI - Allocate development areas sufficient for a minimum of 700 new dwellings.
- HP6 - Provide Affordable housing.
- HP8 - Quality and layout of housing developments.
- BEPI - The character, setting and quality of the town's built environment.
- GAP1 - Provide pedestrian, cycle, and mobility scooter access to the town centre from new developments.
- GAP2 - Improve the town's pedestrian and cycle network.

- NEPI - The green Infrastructure network to be developed and linked to the surrounding countryside.
- NEP5 - Developments to contribute positively to the landscape.
- NEP6 - Links to the Countryside.
- NEP7 - Biodiversity, trees and woodlands.
- NEP8 - Flooding risk and waterway enhancement.

6.4. Relevant Policies of South Downs Management Plan (2020-2025)

- Partnership Management Plan Policy 1
- Partnership Management Plan Policy 3
- Partnership Management Plan Policy 4
- Partnership Management Plan Policy 5
- Partnership Management Plan Policy 6
- Partnership Management Plan Policy 9
- Partnership Management Plan Policy 19
- Partnership Management Plan Policy 25
- Partnership Management Plan Policy 28
- Partnership Management Plan Policy 37
- Partnership Management Plan Policy 39
- Partnership Management Plan Policy 40
- Partnership Management Plan Policy 50

6.5. Other Relevant Policy Documents (including SPDs and TANs)

- Biodiversity Net Gain TAN
- Dark Skies TAN
- Ecosystems Services Statement TAN
- Habitats Assessment Regulations TAN
- Adopted Affordable Housing SPD
- Adopted Parking SPD
- Adopted SPD Design Guide
- Adopted Sustainable Construction SPD

7. Planning Assessment

Background

- 7.1. A pre-application inquiry for a proposal for 56 dwellings at this site was made to the SDNPA in 2022. The scheme was also considered by the South Downs Design Review Panel (SDDRP).
- 7.2. At that time, the Authority raised substantial concerns regarding the design and proposed layout, in particular that the proposals failed to demonstrate or adopt a landscape-led approach and would not be of a scale and nature appropriate to the character and function of Petersfield in its landscape context. The letter to the applicant at that time stressed the need to rethink the proposals in light of landscape evidence and that proposals should be reconfigured to consider holistically all of the policies of the development plan and other guidance.
- 7.3. The SDDRP advice on the pre-application layout was that the development was too suburban

with generic landscape principles and not landscape-led. Concerns were raised regarding the integration of open space; need for more connectivity; better response to the topography of the site; and making space for SUDS. Particular areas highlighted were that key elements of the landscape character including the wet flush grass and copse character were not acknowledged or addressed; use of piped surface water drainage; and that consideration should be given to providing fewer units and an alternative location for the flatted blocks.

- 7.4. A full planning application was submitted in March 2023 but was subsequently withdrawn (SDNP/23/01329/FUL).
- 7.5. During the course of the current application, Officers met with the applicant on a number of occasions to suggest and negotiate a number of amendments to the scheme. The applicant was willing to make some amendments which have resulted in an overall improvement to the scheme. The improvements are discussed in detail throughout the following report but can be summarised as a reduction in the spread of built form, larger areas of open space, enhancements to the PROW network and other design improvements.

Principle of development

- 7.6. The proposal is not considered to constitute major development for the purposes of policy SD3 and paragraph 183 of the NPPF. The NPPF accompanying footnote 60 advises that ‘major development’ in designated landscapes is a matter for the decision maker, taking into account its nature, scale and setting, and whether it could have a significant adverse impact on the purposes for which the area has been designated or defined. In this case, the proposal is relatively discreet in broad landscape terms and the site has been allocated for the use proposed. Any adverse impacts on the designation as a result of development will not be significant and have furthermore already been considered via the Local Plan process.
- 7.7. Policy SD26 ‘Development Strategy’ requires a total of 805 dwellings to be provided in Petersfield in the plan period. The application site is located within the Petersfield settlement boundary and is identified by Policy HPI of the PNDP as Site H7 which was jointly allocated with Site H4 located immediately to the north of the application site. The total number of dwellings identified by Policy HPI for these two sites combined was 135 with an indicative allocation of 64 dwellings at H7 and 71 dwellings at H4. A planning application for 79 dwellings was granted in 2015 for the allocated site H4 (SDNP/15/01296/FUL), so that the balance of the allocation (56 dwellings) remains for Site H7 (this site). 54 dwellings are proposed in the current application under consideration.
- 7.8. It is noted that the sites allocated within the PNDP have been considered in terms of ‘high-level’ opportunities in terms of access, landscape and public space provision (section 12.2 PNDP). As well as the allocation within the PDNP, any proposals must comply with the relevant criteria of Policy SD25(1), together with the suite of relevant policies of the South Downs Local Plan, and also the detailed design principles of the PDNP set out below.
- 7.9. The provision of residential development of 54 units on the site is acceptable in principle, subject to considerations of design and landscape impact; affordable housing provision; ecology and trees; drainage; and access, which are considered in more detail below.
- 7.10. Sites H4 and H7 have been provided with a number of Design Principles and Delivery Considerations (Figure 2). These apply to the site allocation as a whole and do not differentiate between each part of the allocation, and this should be taken into account in the assessment to see which are still relevant.

Design Principles:	Delivery Considerations:
<ul style="list-style-type: none"> • Have a well-connected internal street environment with multiple connections to the Causeway and into the existing neighbourhood at Test Close and Larcombe Road. • Provide frontage to the playing fields and landscape beyond. • Enable pedestrian access through the development and to the landscape beyond. • The design of roads to include shared surface, planting and other traffic calming measures should help to prevent access roads being used as short cuts. • Protect and enhance Stanbridge Stream as part of the development. 	<ul style="list-style-type: none"> • The development should contribute to improving the existing play and sports facilities at Paddock Way. • Traffic implications must be carefully considered. • The setting of the listed building at 211 Causeway Road should be respected. • Provision of a connection to the nearest point of adequate capacity in the sewerage network, as advised by Southern Water. Additional local sewerage infrastructure would be required to accommodate development in this location. • See also proposed mitigation measures detailed at Appendix G of the Sustainability Appraisal. • Mineral Resource information will be required prior to development (see section 12.2).
Approximate density: 28 dph	Indicative number of dwellings: 135

Figure 2: Site H4 and H7 Design Principles and Considerations

Landscape and Design

- 7.11. The site’s allocation for housing in the PNDP has directed that the site is appropriate for residential development, and therefore this principle is agreed. It must be accepted, in this regard, that the character of the site will change from that of predominantly a green field, with some equestrian built form at the northern end, to a residential development. The key consideration is the design and form of what is proposed and its impact on the landscape character of the area.

Landscape

- 7.12. The application site has a predominantly rural character, resulting from a pastoral land use, with views over open countryside to the west and south-west. Notwithstanding this, the site has residential development to the north, east and south-east. The site would be accessed through an existing break in linear residential development along The Causeway, with the application site not immediately apparent from the highway. From within the site, the residential properties and their rear gardens along The Causeway are prominent in views, whereas the southern end of the site has a much more rural, ‘green’ feel, emphasised by the historic field boundary that runs through the site and the mature oak tree.
- 7.13. The application proposes the erection of a machinery storage building located to the north-eastern corner of the site and an electrical substation building located to the west of the site. Both buildings are utilitarian in appearance but would not be sited in highly prominent locations and are considered to have an appropriate appearance for their intended use.

Discussion

- 7.14. Turning to the specifics of the current proposal, it is noted that that the previously withdrawn scheme had dense development spread across the whole site, resulting in minimal open space and a dominance of cul-de-sacs and hard standing. In particular, development was pushed up to the southern/south-western corner of the site, adjacent to the countryside edge. In addition, the large apartment blocks were sited in the south eastern corner adjacent to the access, resulting in the largest, bulkiest building on the highest part of the site in a highly prominent location.
- 7.15. Whilst still seeking to provide 54 units across the site, the revised layout sites a greater proportion of the built form towards the north of the site and significantly reduces the spread of development in the south-western corner of the site as a result of reducing the number of dwellings in favour of more flatted units. This also creates larger areas of open space. There are also fewer areas of back-to-back development, allowing more incidental planting and green infrastructure. The open space provided would be managed by a Management Company which would be secured via the S106 agreement and would be retained in perpetuity.

- 7.16. Two apartment blocks have been sited to the north of the site, where the existing large barn that would be demolished is located. In this position, these larger blocks are less prominent and one, in particular is sited at a lower land level, thus reducing its height within the development. A third block is sited centrally within the development adjacent to the large area of open space.
- 7.17. In terms of parking, Officers acknowledge that, owing to the number of dwellings and the associated parking requirements, the site does have to accommodate sufficient space for parking and safe manoeuvring. During the course of the application, Officers negotiated improvements to the parking layout, breaking up the larger areas of parking, creating better screening for some spaces and re-positioning some spaces to allow for greater, more meaningful planting. This is considered an improvement to the previously withdrawn scheme.
- 7.18. With regard to drainage, whilst the proposal may utilise a conventional, engineered approach it is acknowledged by the Design Officer that some SuDS features have been incorporated in the form of swales and attenuation basins which is a positive and provides opportunities to provide biodiversity benefits alongside. It is also considered that the proposal complies with the requirements of SD50 in this respect.
- 7.19. With regard to the proposed design and materials, Officers would highlight that the existing dwellings along The Causeway and the development to the north do not contain a rich palette of materials or design details. Particularly along The Causeway dwellings are of a fairly uniform design and proportion, with the use of plain brick or render as the differentiating characteristic. As such, these dwellings do not stand out themselves as particularly characteristic of the more historic core of Petersfield or the surrounding villages. Officers note that the proposed dwellings do incorporate a variety of materials and elevational treatments, including a variety of roof types. A condition is recommended requiring the submission of material samples, to ensure that the proposed materials, including fenestration, are of an acceptable standard and quality and locally appropriate.
- 7.20. Whilst the Design Officer notes the lack of amenity space for the flatted units, Officers consider that the scheme provide a number of areas of public open space within the development as well as enhanced access to the public rights of way network providing easy access into the nearby countryside. In this regard, the open space provision is considered acceptable.

Summary

- 7.21. As noted above, it must be accepted that the character of the site will change through its development. Further, the site has been allocated for this purpose. Officers consider that many positive improvements have been made to the layout including reducing the number of dwellings and the associated spread of development at the south of the site. This has enabled more GI to be retained and provided and has resulted in much less dense development on the south western countryside edge. The road layout has reduced in width where possible and a number of improvements have been made to the parking layout and screening.
- 7.22. In conclusion, it is considered that the proposal is in broad compliance with the Local Plan and any negative aspects should be weighed against the positives of the proposals, discussed elsewhere in the report. Subject to compliance with appropriate conditions, the proposal is considered acceptable.

Flood risk and drainage

- 7.23. Officers note the concerns raised regarding flooding and drainage by third parties. The EA, the LLFA and the East Hants District Drainage Engineer have been consulted on the proposed development.

Surface Water Drainage

- 7.24. The application is supported by:
- Flood Risk Assessment (Glanville, August 2023)
 - Fluvial Flood Modelling Study (Odyssey, December 2022)
 - Fluvial Flood Modelling Study Addendum (Odyssey, June 2023)

- Flood Exceedance Flow Routes
 - Correspondence with the EA regarding the suitability of the site flood risk model, derived from pre-application planning advice from the EA.
- 7.25. The EA's fluvial flood map indicates that the majority of the site is in Flood Zone 1, with the western boundary of the site lies in Flood Zones 2 and 3 associated with the tributary to the Criddell Stream which abuts the site's western boundary.
- 7.26. The applicant has undertaken site-specific hydraulic modelling to accurately establish the flood zone extents and flood depths on site, which have been confirmed as acceptable by the EA. The modelling confirms that the entire site falls in Flood Zone 1 and the EA have raised no objection to the proposed development, within their remit to comment on fluvial flood risk, and have no requirements in this regard.
- 7.27. Similarly, the LLFA is satisfied with the submitted modelling and conclusions and raises no concern regarding surface water flooding in this regard.
- 7.28. The East Hants Drainage Engineer initially confirmed that they had no objection subject to LLFA and EA accepting the modelling and design proposal for surface water drainage. The recent objection arises from the advisory note added by the EA that flood resilient construction methods should be considered. However, importantly, neither the EA nor the LLFA require any measures to protect against flooding given the accepted modelling and the site's location having been established within Flood Zone 1. In any event, the submitted Flood Risk Assessment sets out that the finished floor levels will be set at a higher level than ground level to ensure that any residual concerns regarding flood risk are addressed. In summary, and owing to the findings of the model, the proposed development use is compatible with the demonstrated flood risk associated with the site and developing the site for its intended purpose is considered entirely appropriate in terms of flood risk. As such, the Sequential Test and Exception Test do not need to be applied to this development.

Foul Drainage

- 7.29. With regard to foul drainage arrangements, Southern Water have confirmed that they can facilitate foul sewerage disposal. A formal application would be required.

SuDS

- 7.30. The SDNP Landscape and Design Officers note that some SuDS features are incorporated, as sought by policy SD50 including swales and attenuation basins but that most surface water would be conveyed in a conventional, engineered manner. Officers recognise that a more landscape led solution could have been explored here, but given that ground infiltration has been demonstrated as not feasible the proposed drainage scheme is acceptable and is considered to accord with the requirements of Policy SD50
- 7.31. In summary, Officers are satisfied that the proposed development would sustainably manage land and water environment. The proposal is considered acceptable on this basis subject to conditions and a section 106 agreement.

Highway Access, Public Rights of Way, Parking and Cycling

Access

- 7.32. The development would be accessed via an existing short, private access track that provides access to the application site, as well as access and parking for nos. 209, 213, 215 and 217 The Causeway. This access track would be widened and upgraded to enable vehicular access to the site.
- 7.33. The Design Principles for the H4/H7 site allocation in the PNDP refer to a 'well connected internal street environment with multiple connections to the Causeway and into the existing neighbourhood at Test Close and Larcombe Road' (Figure 3). In implementing the H4 development, the associated developers connected the internal road network to Test Close and Larcombe Road, as such those design principles were met. Paragraph 12.2 of the PNDP sets out that whilst the layouts within the plan are illustrative, the design principles are mandatory. The

current application seeks to provide one access onto The Causeway, which would not strictly accord with the H4/H7 allocation and has been flagged as a concern by several third parties.

- 7.34. Whilst the policy requires multiple accesses, the proposed layout demonstrates that it is not necessary to provide more than one access in order to make the site access and road infrastructure acceptable.
- 7.35. During the course of the application, to address the substandard northbound visibility splays, the applicant has worked closely with the Highway Authority to agree traffic calming measures on The Causeway which would reduce vehicle speeds northbound and southbound when approaching the site access and various options were explored. The preferred option involves the introduction of a gateway either side of the site access, with priority give-way features provided in proximity of the development. The southbound bus stop would be relocated south of the site access with the site layby removed and replaced by a shared footway/cycleway facility, extending the existing route available on the southern side of The Causeway. 'Dragons teeth' road markings will also be provided on the approach to the 30mph speed limit to improve driver awareness of the reduction in the speed limit.
- 7.36. The scheme was subject to the relevant safety audit which did not identify any safety concerns, and has been favourably reviewed by the Hampshire County Council's Departure from Standards Board. The Highway Authority are satisfied that measures can be implemented along The Causeway which suitably reduce vehicle speeds on the approach to the site access.
- 7.37. The exact details of the scheme will be submitted and finalised through the required Section 278 design check. Officers note the concerns raised by third parties, noting that it is not uncommon for proposals to require a departure from standard subject to all the relevant safety checks and audits. Whilst the specific detail is outstanding at this stage, the Highway Authority is satisfied that measures can be implemented along The Causeway which suitably reduces vehicle speeds on the approach to the site access and the proposal is considered acceptable on this basis.

Internal site layout

- 7.38. As noted above, one access is proposed from The Causeway leading to a single access road within the site. On receipt of additional information, the Highway Authority is satisfied that the internal site layout is acceptable subject to a condition requiring visibility splays to not be obstructed by vegetation.
- 7.39. The concerns raised by the existing properties which utilise part of the existing site access are noted. The Highway Authority have confirmed that the revised plans provided show that appropriate visibility for vehicles egressing the driveways serving properties 209, 213 and 217 can be provided and that tracking for delivery vehicles and fire tender trucks entering and existing Landpits will be improved.

Rights of way

- 7.40. The site is well connected to the public rights of way network:
- Footpath 42 (FP42) runs south-north through the western side of the site, from FP41b at the south of the site through to FP44a, adjacent to the Larcombe Road development.
 - FP41b runs along the existing access track for adjacent dwelling Landpits, to the south west of the site. FP41b is outside of the application site but its initial access would cross over the proposed access from The Causeway.
 - Long Distance Footpath, the Shipwrights Way runs along The Causeway, as well as National Cycle Network, Nation Route 22 which links London to Portsmouth.

FP42

- 7.41. The ROW Officer notes that, despite the fact that the established route on the ground deviates from the legal, definitive route, the developer will be required to formally deviate the definitive route through the requisite legal process. In addition, the footpath would be subject to a number of design and material improvements. The requirement to formally deviate FP42 would be secured via the S106 agreement. The Highways Authority, in regards to PROW, have no

objection to a minor diversion of FP42 if considered necessary for the development by the SDNPA who can process this, following receipt of an application, via S257 of the TCPA (1990).

FP41b

- 7.42. The application proposes a vehicular site access that overruns the meeting of FP41b and The Causeway, a public highway. The applicant has engaged with the ROW Officer and the Highway Authority to discuss this arrangement. Both consultees have advised that a suitable solution would be to divert the end of FP41b further south across highway land to join The Causeway approximately 5-10 meters further south than existing. This would sufficiently segregate the footpath and the vehicle access to enable public safety and amenity in using the footpath.
- 7.43. The segregation would be a 2m wide unbound (hoggin) surface to Hampshire Countryside Service standards. The works would be carried out by HCC, paid for by a contribution from the applicant secured under the S106. The value of the contribution will be confirmed by the HCC following a site visit. The works would be required to be completed prior to the commencement of development to ensure the continued use of right of way during works to the access and the rest of the development.
- 7.44. The Shipwrights Way would be unaffected by the proposal but the proximity of the site to this long-distance footpath would be beneficial to future residents.
- 7.45. In summary, Officers are satisfied that the impacts on the existing rights of way network can be mitigated through diversion or works to the respective rights of way which can be secured via condition and through the S106 agreement.

Cycling

- 7.46. Officers note the concerns raised regarding the lack of cycle connectivity through the site to the development to the north. It is recognised that it would indeed be advantageous for the cycling access to exist beyond the site, to the north.
- 7.47. The Highway Authority notes that a continuous cycle route cannot be provided due to the location of the footbridge at the north western corner of the site, which means that cyclists will have to dismount when exiting the site. Furthermore, Otter Walk and the adjacent development is private and not within the ownership, control or influence of the applicant. This means that cyclists cannot legally cycle through the site to continue their journey through to the public highway. An alternative route is available for cyclists via the National Cycle Network route 22/The Shipwrights Way which runs along The Causeway which provides access to Petersfield. Notwithstanding this, the applicant will be providing cycle access up to the edge of their site in the north western corner which would not preclude a future, separate scheme to improve connectivity. This is considered acceptable.
- 7.48. The Highway Authority also previously identified the need to improve pedestrian and cycle access into Petersfield, with schemes identified within the East Hants LCWIP and the emerging Petersfield Movement & Place Strategy, and a further scheme being designed by Hampshire County Council at the Hylton Road/Dragon Street crossroads, where there is an existing cluster of accidents. As part of this application, the Highway Authority has requested a contribution towards these schemes, which would be secured via the S106 agreement. The Highway Authority considers that this will encourage and facilitate higher mode share of trips by active travel, thereby enabling the town to sustainably accommodate growth without significant increases in vehicular traffic volumes that would otherwise result in a severe cumulative impact on congestion on the road network within the town.

Parking

- 7.49. Officers note the concerns raised regarding the provision of parking spaces within the site. 102 parking spaces would be provided, of which 88 are allocated and the remainder unallocated. This would accord with the SDNPA's parking requirements and is supported by the Highway Authority. 54 electric vehicle charging points would be provided, which equates to one per dwelling.

Contributions and requirements

- 7.50. The Highway Authority and ROW Officer have confirmed that they raise no objection to the proposed development, subject to:
- Compliance with a number of conditions,
 - A contribution towards schemes identified within the emerging Petersfield Movement & Place Strategy and the current Petersfield Neighbourhood Plan.
 - 1) A contribution towards a Travel Plan and associated monitoring fees
 - 2) A S278 highways agreement for the proposed access and traffic management works.
 - 3) The formal deviation of FP42 and FP41b.

Summary

- 7.51. The development would provide one vehicular access to the site from The Causeway, not the multiple connections sought by the Design Principle of (joint) allocations H4 and H7. However, numerous improvements would be made to the public rights of way network, providing cycle access onto The Causeway and enhanced pedestrian access through the site onto the existing network. Given the constraints of the site, it is considered that a reason for refusal based on one access that has been considered acceptable by the Highway Authority, could not be sustained and the proposed would be in broad accordance with the development plan in this regard.
- 7.52. It is noted that there have been many objections to the access and traffic management arrangements that have been proposed following the applicant's work with the Highway Authority who have considered the proposal to be acceptable, with further detail to be secured via a S278 agreement.

Heritage and Conservation

- 7.53. Section 66 (1) of the Planning (Listed Building and Conservation Areas) Act 1990 (as amended) states that in considering whether to grant planning permission for the development which affects a listed building or its setting, the Local Planning Authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.
- 7.54. Paragraph 203 of the NPPF advises that in determining applications, local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets, the positive contribution that conservation of heritage assets can make to sustainable communities, and the desirability of new development making a positive contribution to local character and distinctiveness.
- 7.55. Paragraph 205 of the NPPF advises that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.
- 7.56. The nearest heritage assets are the Grade II listed 'Landpits' (no. 211 Causeway Road), situated alongside the south western site boundary. Officers note the concerns raised by third parties regarding the potential impact of the proposed development on the setting of Landpits, including those raised by the owner/occupiers of this property.
- 7.57. It is a material consideration that the site was assessed at allocation stage. The site allocation 'delivery considerations' (Figure 2) sets out that 'the setting of the listed building at 211 Causeway Road should be respected.
- 7.58. The Authority's Conservation Officer notes that (in comparison to the withdrawn application) that the proposed dwellings have been shifted slightly away from the access track which has improved the relationship between the development site and Landpits. However, the Conservation Officer notes that it would be preferable to create a greater buffer to the south-western corner of the site to soften the development boundary to the edge of the countryside

and the curtilage of Landpits. Without additional screening, the Conservation Officer considers that the proposal would result in less than substantial harm to the heritage asset. This would need to be weighed against the public benefits of the proposal.

- 7.59. Recognising the site’s allocation for residential development, Officers consider that the current application has improved the relationship between the development site and the nearby heritage asset by siting a greater bulk of built form towards the northern end of the site, creating a larger area of public open space and landscaping to the southern end, with a looser dispersion of dwellings. Officers consider that, whilst the development would alter the relationship between the site and wider countryside beyond, that the current arrangement enables a more respectful relationship than previously proposed and is acceptable.
- 7.60. Having identified less than substantial harm to the setting and significance of the designated heritage asset it is necessary to weigh this harm against the public benefits of the proposal as identified under paragraph 205 of the NPPF. In accordance with Section 66 (1) of the Planning (Listed Building and Conservation Areas) Act 1990 (as amended) special regard has been had to the preservation of the designated heritage asset given its importance.
- 7.61. However, in this case, the public benefits of the scheme namely the delivery of 54 dwellings including 27 affordable dwellings on an allocated site which make a key contribution towards housing provision and the enhancements to the public rights of way, are considered to outweigh the less than substantial impact that the development would have upon the setting and significance of the designated heritage asset. It is further noted that opportunities exist for the proposed boundary treatment and planting to further further screen the development.
- 7.62. Therefore, on balance, the proposed development’s impact upon the listed building is deemed to be acceptable and in accordance with Policy SD13(1)(b) of the SDNP Local Plan.

Sustainable Construction

- 7.63. With regard to mitigating for climate change, the development would provide air-source heat pumps for all dwellings, which would provide a site-wide CO2 emissions improvement of 55% over building regulations which is considered acceptable and policy compliant. 54 EV charging points would be provided. Conditions relating to waste-to-landfill diversion and bin storage are recommended.
- 7.64. With regard to adapting to climate change, the Design Officer raises concerns that too little existing Green Infrastructure is being retained or provided which may be as a result of the developable area proposed. Officers note that the current application has reduced the developable area whilst accommodating the development that the site is allocated for, which is a positive aspect of the revised submission.
- 7.65. In summary, the Design Officer considers that the scheme’s approach to energy use is very good. A number of conditions are recommended to ensure that the development delivers its sustainability credentials.

Affordable Housing and Housing Mix

- 7.66. Policy SD28 of the SDNP Local Plan sets out the proportion of affordable housing to be delivered on sites. The development would provide the following mix:

House Type	Market	Affordable	Total	%
1-bed flat	0	13	13	24.07%
2-bed flat	0	10	10	18.52%
2-bed house	11	2	13	24.07%
3-bed house	14	2	16	29.63%
4-bed house	2	0	2	3.7%

TOTAL	27	27	54	100%
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- 7.67. The East Hants District Council Housing Development Officer has reviewed the application, who notes that the proposed development would provide a policy compliant number of affordable housing with 27 of the 54 dwellings (50%) as affordable dwellings, which is welcomed.
- 7.68. Policy SD28 recommends that 75% of the affordable provision should be an affordable rented tenure, with the remaining 25% provided as First Homes, or another intermediate housing product that meets the local need. This application currently proposes 20 of the dwellings to be allocated as affordable rented tenure and 7 as affordable home ownership. This is a suitable tenure split; however, the mix consists mainly of flats which is not supported by the East Hants Housing Development Officer, as there is greater need for 2 and 3-bedroom dwellings.
- 7.69. Officers recognise that the mix does not address the specific needs of Petersfield, by virtue of its under provision of 1 and 2-bed houses. However, the East Hants Housing Officer does recognise that there is a need for 1 and 2-bedroom properties, albeit houses are much more in demand in this area. Further, it is acknowledged that that the Nationally Described Space Standards (NDSS) have been met on all the homes, and the location of the affordable homes is suitable.
- 7.70. As set out elsewhere in the report, Officers acknowledge the concerns raised regarding the mix of dwellings, however the benefits of providing a greater number of units within flatted blocks is that this has reduced the spread of built form across the site, allowing a looser density towards the south western countryside edge.
- 7.71. In summary, the proposed development would provide 50% (27) affordable units of a suitable size, tenure and location. Some concern is raised regarding the mix of units by virtue of the provision of additional flatted blocks over dwellings, however this must be weighed against the benefits of a reduction in the spread of built form on the countryside edge which does have landscape and open space benefits.
- 7.72. The affordable housing would be secured via the S106 agreement, with a cascade to ensure that the affordable homes could be let or sold to residents of Petersfield, the surrounding villages, then the broader East Hants area within the SDNP.

Ecology, Biodiversity Net Gain and provision of Ecosystem Services

Protected species

- 7.73. The application is supported by an Ecological Assessment dated August 2023. The Authority’s Ecologist has reviewed the submitted information and, following the submission of additional information, is satisfied that the proposal is acceptable with regard to the impact on protected species subject to a number of conditions.
- 7.74. A Reptile Mitigation Strategy was submitted which detailed that the reptile capture and translocation programme and the receptor site would be located off-site, within the parcel of land to the north of the application site. This is considered by the Ecologist, to be acceptable, and should be secured via conditions.

Biodiversity Net Gain (BNG)

- 7.75. Legally mandatory BNG came into effect for major development in February 2024. The submission of this application pre-dates this and therefore the statutory requirements do not apply. However, the SDNPA BNG Technical Advice Note (updated March 2024) provided interim guidance ahead of legally mandatory requirements. The TAN states that developments of 10 or more dwellings should maximise biodiversity opportunities on site with a minimum of 10% BNG.
- 7.76. As set out in the submitted Planning Statement, the applicant recognises that there will be biodiversity loss on the site owing to the loss of semi-improved grasslands, the primary habitat on the site. The proposed development would include some biodiversity enhancement measures on site, such as such as the creation of wildflower grassland and species rich SuDS system, with the remainder provided by purchasing credits from an off-site offsetting scheme within the National Park (important in respect of Statutory Purpose One of National Parks). This would be

secured via S106 legal agreement to ensure that a minimum of 10% BNG is provided. A number of conditions are also recommended.

Dark Skies

- 7.77. The site currently falls within the area defined by policy SD8 as E1(b) Transition Zone. and as such the sky quality will be influenced by the light pollution arising from Petersfield, the surrounding estates, and the A3.
- 7.78. It is acknowledged that the introduction of the development would result in a light loss of E1b level skies. This cannot be avoided but the submitted lighting plan demonstrates that the impact has been minimised.
- 7.79. The proposals include external street lighting through downward lit bollards of 3000K, which are in line with the South Downs National Park Dark Skies TAN. No detail has been provided regarding any external lighting proposed for the dwellings or the apartment blocks however this could be controlled by condition.

Amenity

Neighbouring occupiers

- 7.80. Officers note the concerns raised by neighbouring occupiers regarding the impact of the proposed development in terms of disruption from the construction process, as well as ongoing noise and disturbance from the development and comings and goings.
- 7.81. It is recognised that the relationship between existing properties and the application site will alter as a result of the proposed development, an inevitable impact of the site allocation. This is particularly the case for the dwellings which form the linear development to the east of the site which face onto The Causeway.
- 7.82. Plot 54 would be located to the rear of 209 The Causeway. The dwelling would be 27m from the dwelling at 209 and 4.7m from the rear of the garden. Officers are satisfied that this separation distance is sufficient to avoid overbearance and any loss of light to no. 209. The dwelling proposed at no. 54 would feature one small first floor window in its eastern side elevation that would serve a bathroom which could be reasonably expected to be obscure glazed and secured through a condition. As such, no concern is raised regarding overlooking or the resultant loss of privacy.
- 7.83. Officers are satisfied that, whilst the outlook for several of the neighbouring properties would be altered, there would be no material harm by way of overlooking or loss of privacy, particularly noting the change in land levels and existing boundary treatments.
- 7.84. Officers note the comments received from the occupiers of no. 209 The Causeway regarding the impact of the proposed site access arrangements which will utilise an existing private access track to the fields (site) beyond. It is recognised that their experience of the access track will be altered by the introduction of the development. However, it a material consideration that the access track already exists for the unfettered use by the site landowner and nos. 213-217 The Causeway.
- 7.85. Officers also note the comments received from the occupiers of no. 211 The Causeway which have been addressed throughout the report.

Future occupiers of the site

- 7.86. Officers are satisfied that the proposed layout ensures that there would be no harmful overlooking or loss of privacy to the proposed dwellings and amenity space. All dwellings would be provided with amenity space to the rear or side of the dwellings. Indicative information has been provided regarding cycle storage and bin storage, with full details required to be submitted via condition.
- 7.87. The SDNP Design Officer notes that the proposed green/open space is dispersed and disconnected. It is also noted that the apartments lack dedicated semi-private amenity space which is sought by the SDNPA Design Guide SPD. However, it is a positive that areas of open space will be provided and its future management secured as well as improved connectivity to

the public rights of way network which would provide occupiers with easy access into the town and countryside beyond.

- 7.88. Acknowledging that the development of the site would inevitably alter the relationship that neighbouring occupiers have with it, Officers are satisfied that the proposed development would have an acceptable impact on amenity and would provide an acceptable standard of accommodation for neighbouring and future occupiers.

Other Issues raised by Third Parties

- 7.89. Applications must be assessed on their merits. The actual or anticipated impact on development affecting adjacent property values is not a material planning consideration. Many of the ‘in principle’ objections were considered at the site allocation stage. There is no indication from the County Council that the impact on services would be unacceptable. The application would be liable to pay CIL.

8. Conclusion

- 8.1. Officers acknowledge the level of public interest in the site and have sought to summarise the key concerns in the above report. It is recognised that the development of the site will alter the experience of the site by neighbouring occupiers and those passing through the site.
- 8.2. However, it is an important material consideration in our ‘plan led’ system that the application site is located within the Petersfield settlement boundary and is allocated within the PNDP, thus development is acceptable in principle. This is on the proviso that the development is of a scale and nature appropriate to the character and function of the settlement in its landscape context, and also that it complies within the other relevant policies of the SDLP and the PNDP.
- 8.3. In terms of the design and landscape impact, the current application constitutes a tangible improvement on the previously withdrawn scheme. The current layout reduces the number of dwellings and the associated spread of development at the south of the site. This has enabled more GI to be retained and provided resulting in much less dense development on the south western countryside edge. The road layout has reduced in width where possible and a number of improvements have been made to the parking layout and screening.
- 8.4. It is considered that the site would deliver a number of positives which are important material considerations. It would assist in the delivery of an allocated site, enabling Petersfield to achieve its housing numbers within the plan period. 27 affordable homes would be provided in an area of great need, to be secured via legal agreement in perpetuity. On-site biodiversity enhancements would be provided through additional planting and the delivery of SuDS as well as a minimum of 10% off-site biodiversity net gain to be secured. The existing PROW network would benefit from several enhancements which would improve access to and through the site and improve safety for pedestrian at the entrance to FP41b.
- 8.5. The proposed access and traffic calming measures are considered acceptable by the Highway Authority and contributions would be sought towards cycle schemes in Petersfield. Connectivity is provided through the site, noting the restriction in terms of ownership. Notwithstanding the reservations of the EHDC Drainage Officer, there are no statutory objections to the flooding and drainage strategy by the authorities responsible for the assessment, with appropriate conditions attached to ensure the relevant details is provided. The proposal would provide a good standard of accommodation for future residents and would not result in material harm to neighbouring occupiers.
- 8.6. On this basis, the application is recommended for approval subject to the matters set out in paragraph 10.1, below.

9. Added Value

- 9.1. During the course of the application, officers have negotiated improvements to the layout, provision of green space, public rights of way improvements and access arrangements.

10. Reason for Recommendation and Conditions/Reasons for refusal

- 10.1. It is recommended:

- 1) **That planning permission be granted subject to the conditions set out in paragraph 10.1 of the report, and any amendments or others required by the Committee, and a section 106 legal agreement, the final form of which is delegated to the Director of Planning, to secure:**
 - **27 affordable homes**
 - **Off-site Biodiversity Net Gain**
 - **Highways and Rights of Way Contributions**
 - **Travel Plan and Monitoring fees**
 - **Open Space and Management company for public open space, SuDS etc .**
 - **The requirement to enter into a S278 agreement to secure highways works.**
 - **The diversion of the definitive line of FP42.**
 - **The diversion and/or works on FP41b at its junction with the access road.**
- 2) **That authority be delegated to the Director of Planning to refuse the application with appropriate reasons if the S106 Agreement is not completed or sufficient progress has not been made within 6 months of the 13 June Planning Committee Meeting.**

Planning Conditions and Reasons

Time limit

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 (as amended).

Approved plans and documents

2. The development hereby permitted shall be carried out in accordance with the plans listed below under the heading "Plans Referred to in Consideration of this Application".

Reason: For the avoidance of doubt and in the interests of proper planning.

Materials

3. No development above slab level shall be commenced unless and until a schedule of materials and samples of such materials, finishes and colours to be used for external walls, windows and doors, roofs, rainwater goods, ducts, meter boxes and services for the proposed buildings, have been submitted to and approved in writing by the Local Planning Authority. All materials used shall conform to those approved. The materials shall use characteristic and locally appropriate materials.

Reason: To enable the Local Planning Authority to control the development in detail in the interests of the character and appearance of the area and the quality of the development.

Design and Landscaping

4. No development shall commence, including any works of demolition, until a Construction Environmental Management Plan has been submitted to, and approved in writing by, the Local Planning Authority. The approved Plan shall be adhered to throughout the construction period. The Plan shall provide for (but not be limited to):
 - i. An indicative programme for carrying out of the works;
 - ii. Method Statement for the demolition and construction work;
 - iii. The arrangements for public consultation and liaison during the construction works;
 - iv. Details of Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP);

- v. Measures to minimise the noise (including vibration) generated by the construction process to include hours of work, proposed method for constructing foundations, the selection of plant and machinery and use of noise mitigation barrier(s);
- vi. Details of any floodlighting, including location, height, type and direction of light sources and intensity of illumination;
- vii. The parking of vehicles of site operatives and visitors;
- viii. Construction traffic routes and their management and control;
- ix. Parking and turning provision to be made on site;
- x. Adequate provision for addressing any abnormal wear and tear to the highway;
- xi. Loading and unloading of plant and materials;
- xii. Storage of plant and materials used in constructing the development;
- xiii. The erection and maintenance of security hoarding, where appropriate;
- xiv. Wheel washing facilities;
- xv. Measures to control the emission of dust and dirt during construction, including measures to prevent mud being deposited on the highway;
- xvi. Protection of pedestrian routes during construction;
- xvii. Provision for storage, collection and disposal of rubbish;
- xviii. Any Re-use of on-site material and spoil arising from site clearance and demolition work and diverting waste from landfill (e.g., recycling)
- xix. Working hours.

Reason: In the interests of highway safety and the character and amenity of the area.

5. Notwithstanding any submitted landscaping details, prior to the commencement of the development hereby permitted, a detailed scheme of hard and soft landscaping works shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of, but not be limited to:
- i. Proposed planting plans and schedules of plants and trees, including written specifications, cultivation and other operations associated with plant, grass, shrub and replacement tree establishment, to be sourced from a peat-free nursery;
 - ii. Construction of parking spaces;
 - iii. Planting of the verges along the new public footpath
 - iv. Location of services and utilities in relation to planted areas;
 - v. Location, height and materials/construction technique for all boundary treatments including gates;
 - vi. Treatment of surfaces, paths and access ways;
 - vii. Road design, avoiding over-engineered features such as raised tables and coloured tarmac in favour of designed-in measures to slow traffic. e.g. using buildings, tree planting, narrowing routes;
 - viii. Design of ancillary structures including cycle and refuse storage, EV charge points;
 - ix. A timetable for implementation of the soft and hard landscaping works.
 - x. A schedule of landscape maintenance for a minimum period of ten years to include details of the arrangements for its implementation.

All such works as may be approved shall then be fully implemented in accordance with the approved development.

All soft landscaping shall be carried out in the first planting and seeding season following the

first occupation of the building, or the completion of the development, whichever is the sooner. All shrub and tree planting shall be maintained free from weeds, avoiding pesticides, and shall be protected from damage by vermin and stock. Any trees or plants which, within a period of ten years, die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species.

Reason: To achieve an appropriate landscaping scheme to integrate the development into the landscape, in accordance with SD2, SD4 and SD5, and the SDNPA Design Guide SPD. This is required to be a pre-commencement condition because it is necessary to have agreed such details prior to commencing any building works.

Sustainable Construction

6. Prior to the commencement of the development hereby permitted, detailed information in a Design-Stage Sustainable Construction Report in the form of:

- 1) Design-stage SAP 10 assessments for each dwelling and
- 2) Design-stage BRE water calculations; and
- 3) Product Specifications (including EV charging point, ASHP, PV and materials); and
- 4) Sustainable materials strategy and building design details and

Demonstrating that each dwelling will:

- a) Reduce predicted CO2 emissions using energy efficiency in the building fabric and low and zero carbon technologies by a minimum of 12% in total (Part L1A 2021) supported by design stage SAP 10 assessments for each residential unit.
- b) Have at least 7 no. EV charge points (1 per car parking space) with a minimum power rating output of 7kW and a universal socket; and
- c) Have predicted water consumption of no more than 110 litres/person/day per dwelling; and
- d) Have separate internal bin collection for recyclables matching local waste collection services, and
- e) Provide external private compost bins for each dwelling with a garden over 50sqm; and
- f) To enhance the tree cover with new native planting as described in the Landscape strategy.
- g) Dwellings be designed to minimise overheating risk

shall be submitted to, and approved in writing by, the Local Planning Authority. The development shall be built in accordance with these approved details.

Reason: To ensure development demonstrates a high level of sustainable performance to address mitigation of, and adaptation to, predicted climate change.

7. Before six months after the first occupation of the development hereby permitted, detailed information in a Post Construction Stage Sustainable Construction Report demonstrating how the development has been carried out in accordance with all the requirements set out in Condition No.6 (above) shall be submitted to, and approved in writing by, the Local Planning Authority. This documentary evidence shall include 'As Built' SAP 10 assessments, photographic evidence of materials etc and other assessments.

Reason: To ensure the development demonstrates a high level of sustainable performance to address mitigation of, and adaptation to, predicted climate change.

8. The development hereby permitted shall not be brought into use until details of refuse and recycling storage shall be submitted to and approved in writing by the Local Planning Authority. The approved refuse and recycling storage facilities shall be implemented prior to the occupation of the development and thereafter be retained.

Reason: To preserve the residential and visual amenities of the locality.

Drainage

9. No development shall commence until a detailed sustainable surface water drainage scheme, including a Management Plan detailing its future management and maintenance, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall maximise opportunities for multi-functional SuDS and follow best practice set out in the CIRIA SuDS Manual and Policies SD2 and 17 and 50 and the SDNPA Design Guide SPD. The scheme shall thereafter be undertaken and maintained in full accordance with the approved details.

Reason: To ensure the development demonstrates a high level of sustainable performance to address mitigation of, and adaptation to, predicted climate change.

10. No development shall commence until a detailed drainage scheme for the means of foul water disposal has been submitted to and approved in writing by the Local Planning Authority. These details shall include drainage calculations and a Management and Maintenance Plan. The development shall be carried out in full accordance with the approved details. No dwelling shall be occupied until the drainage system has been implemented in full accordance with the approved details.

Reason: To ensure satisfactory provision of foul water drainage

11. Prior to first occupation of the development hereby permitted, evidence (including photographs) to demonstrate that the surface water drainage system has been constructed in full accordance with the final agreed detailed drainage designs shall be submitted to and agreed in writing by the Local Planning Authority

Reason: To ensure satisfactory provision of surface water drainage and ensure surface water runoff from the development is managed safely.

Ecology

12. All ecological measures and/or works shall be carried out in strict accordance with the details contained in the submitted Reptile Mitigation Strategy (Derek Finnie Associates Ltd, January 2024) and Ecological Assessment (August 2023).

Reason: To ensure that the measures considered necessary as part of the ecological impact assessment are carried out as specified.

13. No development shall commence until a detailed scheme of site wide biodiversity enhancements for wildlife and habitat to be incorporated into the development including, as a minimum, 50% of the new dwellings supporting at least 1 integrated bat and 1 integrated bird feature, has been submitted to and approved in writing by the Local Planning Authority. The development shall subsequently proceed in accordance with the approved details and retained thereafter.

Reason: To enhance biodiversity within the development to achieve net biodiversity gain.

Dark Skies

14. No development above slab level shall commence unless and until a schedule of external lighting to be installed at the site, to include a 'Street Lighting Strategy', has been submitted to and approved in writing by the Local Planning Authority. The lighting shall:

- i) Comply with the guidance set out in the SDNPA's Dark Night Skies TAN;
- ii) Be designed to minimise impacts on wildlife and the countryside edge.
- iii) Avoid or minimise the use of bollard lighting, in favour of discrete wall-mounted lights.
- iv) Be triggered by motion sensors or switched off at night.

The lighting shall be installed, maintained and operated in full accordance with the approved details.

Reason: In the interests of amenity and to protect the South Downs International Dark Skies Reserve and wildlife in accordance with SD8 and SD9.

15. Prior to development above slab level, details of low transmission, non-reflective glazing and automated black-out blinds shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out, used and retained in full accordance with the approved details.

Reason: In the interests of amenity and to protect the South Downs International Dark Skies Reserve and wildlife in accordance with SD8 and SD9.

Highways and parking

16. No planting within the visibility splays should exceed 600mm in height to ensure visibility splays are kept clear and maintained at all times.

Reason: In the interest of highway safety._

17. Prior to the commencement of development, final details for the following matters shall be submitted to and approved in writing, by the Local Planning Authority.

- i) Amendments to the internal layout including removal of the first traffic calming feature entering the development;
- ii) Drainage Strategy and Design details in relation to the site and any new street and footpath;
- iii) Final ground levels plan; and
- iv) Final materials plan.

The approved details shall be implemented in full.

Reason: In the interest of highway safety._

18. Prior to the occupation of the development hereby approved, a 'no cycling/cyclists dismount' sign shall be installed on the proposed shared cycle/footway at its junction with Footpath 42 and shall be retained in perpetuity.

Reason: In the interests of the operation of the Public Rights of Way Network._

19. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any Order revoking and re-enacting that Order with or without modification) there shall be no alterations to boundary treatment undertaken on the site adjacent to public rights of way without the written approval of the Local Planning Authority.

Reason: To enable the Local Planning Authority to regulate and control the development of land in the interests of the character and appearance of the development and area.

20. Prior to commencement of the development, a scheme to acknowledge and resolve the presence of footpath 41b at its junction with The Causeway in accordance with the principles shown on Drawing H130_THA_PP_ZZ_D_A_0006 REV P01 shall be submitted to and approved in writing by the Local Planning Authority. Such scheme shall include:

- Provision of a 2m wide tarmac finished route
- General arrangement, visibility, alignment, landscaping, and surfacing

The scheme shall be implemented as approved.

Reason: In the interests of the operation of the Public Rights of Way Network._

21. Prior to the commencement of development, a scheme in relation to FP42 which sets out and includes:

- a) A construction management plan that ensures public safety and minimal disruption to public access during the construction of the development. It shall incorporate temporary closures diversions, barriers to protect the public and tree protection, etc.
- b) a plan that defines the proposed route, any planting proposed along the route, the make-up of the proposed footpath surface.

Shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out, used and retained in full accordance with the approved details.

Reason: In the interests of the operation of the Public Rights of Way Network._

General

22. Before the first occupation of Plot 54 hereby permitted the first floor window on the south-eastern elevation shall be fitted with obscure glazing. The window shall be non-opening below 1.7 metres from the finished floor level of the room in which the window is installed. The window shall be permanently retained as such thereafter.

Reason: To safeguard the privacy of the occupiers of the adjoining property.

Informatives

1. The applicant is reminded that, under the Wildlife and Countryside Act 1981, as amended (section 1), it is an offence to remove, damage or destroy the nest of any wild bird while that nest is in use or being built. Planning consent for a development does not provide a defence against prosecution under this act. Trees and scrub are likely to contain nesting birds between 01 March and 31 August inclusive. Trees and scrub are present on the application site and are to be assumed to contain nesting birds between the above dates, unless a recent survey has been undertaken by a competent ecologist to assess the nesting bird activity on site during this period and has shown it is absolutely certain that nesting birds are not present.
2. The applicant is reminded that separate approval from the Lead Local Flood Authority will be required for discharge to the ordinary watercourse, in addition to any planning approval.
3. Nothing connected with the development, or its future use, shall have an adverse effect on the Public Rights of Way, which must always remain available for safe public use at all times.
4. Should the developer identify the need to temporarily close or adjust a PROW, they should follow the guidance on the Hampshire County Council website. This includes further information on the duties as a landowner and/or developer, found at hants.gov.uk.
5. No vehicles (including builder's and contractor's), machinery, equipment, materials, spoil, scaffolding, or anything else associated with the works, use, or occupation of the development, shall be left on or near to a Public Right of Way as to cause obstruction, hindrance, or a hazard to the legitimate users. The public retain the right to use the public right of way at all times.
6. Granting of planning permission does not grant the applicant access rights to the site via the PROW network and separate consent is required.
7. All vehicles that would be legitimately accessing the site via a Public Right of Way should give way to public users, which could include horse-riders and cyclists, at all times. In cases with legitimate vehicular access a Construction Traffic (or Environmental) Management Plan (CTMP) should be submitted to, and approved by, Hampshire Countryside Service as Highway Authority prior to any approval by the Planning Authority, and prior to commencement, to ensure the protection of biodiversity and public safety.
8. There must be no surface alterations to a Public Right of Way without the consent of Hampshire County Council as Highway Authority. Planning permission under the Town and County Planning Act (1990) does not provide this and separate consent is required. To carry out any such works without this permission would constitute an offence under Section 131 of the Highways Act (1980).
9. No works to the surface of the Public Right of Way shall be carried out without prior approval of the Area Countryside Access Manager. Any damage caused to the surface of the Public Right of Way by construction traffic will be required to be restored to the satisfaction of the Area Countryside Access Manager upon the completion of the build.
10. The applicant is advised that an application under S257 cannot be made after the

development has been implemented. It would be illegal to implement without the appropriate agreements in place.

Mike Hughes

Director of Planning (Interim)

South Downs National Park Authority

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Appendices: Appendix 1. Information concerning consideration of applications before committee
SDNPA Consultees: Director of Planning, Legal Services
Background Documents: [All planning application plans, supporting documents, consultations and third party responses](#)
[National Planning Policy Framework \(2023\)](#)
[South Downs Local Plan \(2014-33\)](#)
[Petersfield Neighbourhood Plan \(2013 – 2028\)](#)
[South Downs National Park Partnership Management Plan \(2020-25\)](#)
[SDNPA Affordable Housing SPD \(Jul 2020\)](#)
[SDNPA Biodiversity TAN \(Jan 2022\)](#)
[SDNPA Corporate Plan \(2020-25\)](#)
[SDNPA Dark Skies TAN \(May 2021\)](#)
[SDNPA Design Guide SPD \(July 2022\)](#)
[SDNPA Ecosystem Services TAN](#)
[SDNPA Parking SPD \(Apr 2021\)](#)
[SDNPA Sustainable Construction SPD \(Aug 2020\)](#)

