

**Agenda Item 6**  
**Report PC24/25-29**

Report to	<b>Planning Committee</b>
Date	<b>10 April 2025</b>
By	<b>Director of Planning</b>
Local Authority	<b>East Hampshire District Council</b>
Application Number	<b>SDNP/24/01907/REM</b>
Applicant	<b>Dandara Southern Ltd</b>
Application	<b>Application for approval of reserved matters pursuant to outline planning permission SDNP/18/06292/OUT - Details of proposed road between Phase 2 employment site and the housing site.</b>
Address	<b>Land north of Buckmore Farm, Beckham Lane, Petersfield, Hampshire</b>

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**Recommendation:**

- 1) **That authority be delegated to the Director of Planning, in consultation with the Chairman of the Planning Committee, to grant approval of the Reserved Matters reference SDNP/24/01907/REM subject to:**
  - i) **The satisfactory resolution of highway safety matters, including receipt of a Road Safety Audit.**
  - ii) **The conditions set out at paragraph 9.2 of the report and any amendments or other conditions required to address highway safety matters, as necessary.**
- 2) **That authority be delegated to the Director of Planning to refuse the application, with appropriate reasons, if the highway safety matters are not satisfactorily resolved within six months of the 10 April 2024 planning committee meeting.**

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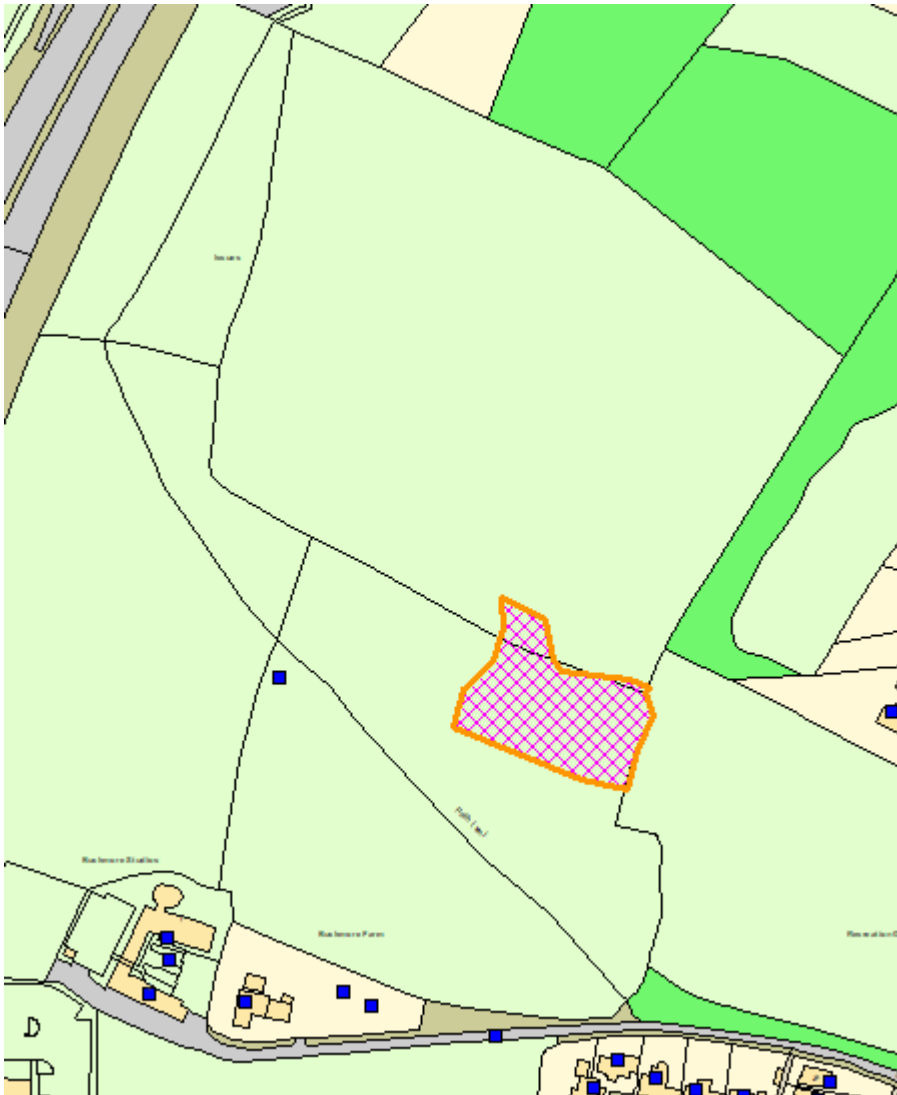
**Executive Summary**

Key Matters

- The application relates to the next phase of road to be considered at land at Buckmore Farm, on the western side of Petersfield. The wider site benefits from outline planning permission for new commercial space, open space, and housing. Reserved Matters approval has been granted for the commercial element and its associated road access. The length of road now proposed would run between the commercial (unbuilt) development and the housing area to the north (see agenda item 7), manoeuvring through the open space in between them.

- Reserved Matters approval is sought for its siting, scale, appearance, landscaping of the road. Its siting broadly aligns with the indicative design principles of a master plan within the Petersfield Neighbourhood Development Plan (PNDP) (2016) (**Appendix 2**), following revisions during the application process.
- The Outline Planning Permission includes a condition which requires the detailed design to accord with a Design Framework document (May 2019). Additionally, PNDP policy sets out design principles for the site.
- The access was originally proposed to enter the housing site at its south-east corner, which would be consistent with an indicative design framework conditioned as part of the outline consent (**Appendix 2**). However, this would have resulted in either unacceptable impact or loss of a veteran oak tree. Consequently, the access point was moved further west to a gap in the exiting protected tree belt.
- Given that the two ends of the access are fixed by the approved plans for the commercial scheme to the south and the least impactful location to manoeuvre through the existing tree belt, the access bends through the open space.
- The Highways Authority have raised safety concerns about the design of the access, which the Applicant has sought to address but no agreement has yet been reached. It is recommended that this issue be delegated to the Director of Planning, in consultation with the Chair of the Planning Committee, to consider the future submission of a Road Safety Audit from the Applicant and further consultation with the Highways Authority.
- Some consultee advice has raised concern about how the access can be sensitively designed in regard to local landscape character and it appearing unduly engineered and suburban, as well as avoiding impact upon existing protected trees. It is considered that given the access points are fixed, its route and dimensions have been dictated by avoiding or minimising impact within tree root protection areas so far as possible and other specialist consultee advice has not raised objection in this regard.
- It is recommended to consider the details regarding its appearance, levels and engineering via conditions to, overall, minimise over engineering the road and its surfaced finish. Conditions can also secure biodiversity gains in regard to new native shrub and SUDs basin planting.
- The application is before Members due to the scale, nature and location of development and the issues raised, together with previous consideration of the site by members.

### Site Location Map



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## **I. Site Description**

- 1.1 The site is on the western edge of Petersfield and close to the A3. It comprises the north-east corner of a field defined by mature trees and hedgerows. The trees along the northern edge of the field and site boundary are subject to a Tree Preservation Order. The eastern site boundary is defined by an existing mature field boundary. The southern and western site boundaries are not particularly defined on the ground.
- 1.2 Further south is Beckham Lane, where there is a relatively new vehicle access from Winchester Road, commercial building and dwellings. To the south west are offices, hotel and a petrol station. East of the site is the Bell Hill Recreation Ground. To the north east is a residential area on Buckmore Avenue. There are immediate views of the site when travelling on the existing footpath. The site is otherwise well enclosed from wider views.

## **2. Relevant planning history**

- 2.1 Buckmore Farm is allocated in the Petersfield Neighbourhood Development Plan (PNDP) (2013-2028) for new commercial and residential development, plus open space. Outline Planning Permission was granted in December 2020 for these uses, as below. In the PNDP, the site allocations are also subject to design principles to guide each use. These include the access, which relates to this current application.
- 2.2 SDNP/18/06292/OUT: Development of a business site comprising up to 4,730sqm (gross) of employment floorspace, a residential site for up to 85 dwellings and the provision of a green space (including diversion of a public right way) together with associated parking, landscaping and infrastructure. Approved 09.12.2020.
- 2.3 The 2020 Outline Permission includes a condition requiring future Reserved Matters proposals to accord with an agreed Design Framework (dated May 2019). The Outline consent is also subject to a Section 106 Agreement which, in summary, secures the following: affordable housing (30%), custom and self-build dwellings, highway contribution and highways works, travel plan and open space.
- 2.4 SDNP/22/01335/REM: Reserved Matters application relating to SDNP/18/06292/OUT for the installation of the access road, landscaping and supporting infrastructure (Phase I). Approved 31.10.2022
- 2.5 SDNP/23/00746/REM: Reserved Matters application relating to phase II works of SDNP/18/06292/OUT, for the approval of access, appearance, landscaping, layout and scale of the employment floorspace up to 4730sqm (gross) and associated works. Approved 15.08.2023.
- 2.6 SDNP/24/03588/REM: Development Reserved matters application pursuant to SDNP/18/06292/OUT, involving details of access, appearance, layout, scale and landscaping for a green space and the construction of 85 new homes with associated infrastructure including internal movement routes and sustainable urban drainage features. Under consideration as item 7 on April planning committee agenda.
- 2.7 SDNP/23/04199/PRE: Development of 85 new homes (see detailed advice in agenda item 7).

## **3. Proposal**

- 3.1 This Reserved Matters application relates to the extant Outline Planning Permission (SDNP/18/06292/OUT). It proposes the detailed matters for the next phase of access road between the previously approved commercial scheme and the housing site to the north. The following matters have been applied for:
  - Access
  - Layout
  - Appearance
  - Scale
  - Landscaping

- 3.2 The proposed access is closely related to a separate Reserved Matters application for 85 new dwellings and open space (SDNP/24/03588/REM), see agenda item 7. It would be the sole vehicular access for this development, which would link with the approved (unbuilt) access road within the unimplemented commercial development further south.
- 3.3 The proposed access would be between 5.6m-7m wide and approximately 65m long, with a raised table for much of its length. It would be an approximate 'S bend' across the field from the edge of the unbuilt commercial scheme to an entry point through the existing tree belt, where there is a gap between the large mature trees.
- 3.4 There would be a tarmac pavement on the eastern side for most of its length until it meets the existing path of the PROW, where a tactile crossing point is proposed. There would be a pavement on the western side for a short distance at its southern end, between the proposed pedestrian crossing and where it would join the pavement in the unimplemented commercial scheme. It would also link to a gravel path to the west.
- 3.5 A SUDs basin is proposed on the south-western side of the access, to accommodate capturing water from the road. The proposed levels involve the road raised above the existing ground level with its sides graded.
- 3.6 The landscape scheme provided outlines new tree planting, native shrub planting, improved grassland and, in the SUDs basin, wetland wildflower and reed planting.

#### 4. Consultations

4.1 The following responses have been received:

4.2 **Drainage:** Objection, pending further details.

- Construction details for reed bed and swale required.
- Risk Assessment required to ascertain fencing and/or warning notices around SUDs.
- Surface water discharge and culverts will require Lead Flood Authority approval.

4.3 **Ecology:** Comments:

- Loss of 123sqm scrub compensated for with 505sqm of native shrub planting, which is acceptable in principle but more diverse range of species needed.
- Recommend landscaping conditioned to secure mitigation and enhancement.
- Recommend ecology mitigation is conditioned.
- Sensitive lighting strategy required.
- Query whether existing ditch to be culverted.

4.4 **Highways Authority:** Objection.

- Road Safety Audit required.
- Irregular contrived unsafe route; bends require oncoming vehicles to exercise precise and unrealistic lane discipline.
- Tracking requires vehicles to be tight to the kerb; unlikely to be the reality and vehicles could 'straight line' the access rather than follow the alignment.
- Forward visibility for each bend achievable but concern oncoming vehicles passing one another due to road alignment. Vehicles unlikely to wait for each other as they enter/exit the housing scheme.
- Vehicle tracking not provided for fire/refuse vehicles exiting the site which would likely overhang the footway.
- Tracking speeds required.
- Central road markings may assist in enforcing lane discipline and provide some mitigation, however, would not resolve concerns.

- Request access be provided in originally proposed location.
- Pedestrian crossing does not show necessary visibility.
- No objection regarding drainage.
- Advice from the PROW team should be sought to ascertain their requirements.

4.5 **Landscape:** Objection, pending changes/conditions:

- Yet to conserve/enhance existing features contributing to character and distinctiveness.
- Access imparts highway character in semi-rural open space.
- Road should have a more rural character.
- Support access points of each end.
- Effects could be reduced/avoided through sensitive design.
- Landscape scheme not supported.

Veteran and TPO trees

- Not properly accounted for veteran status trees; road too close and negatively affects irreplaceable habitat to be conserved/enhanced.
- Root protection Area for veteran trees has been underestimated; result is more of the road within its protection area and not just the pavement; impact underestimated.
- Highway re-design recommended to achieve least change to semi-rural character.
- Design informed by inaccurate RPAs and impacts underestimated.

PROW

- Re-alignment of PROW not harmful; road severs route and should better mitigate it.

Drainage

- Impedes natural function and character of watercourse; Contrary to SD2 and SD17.
- More nature based design could avoid unnecessary negative effects on character and open space from significant engineering.
- Sensitive crossing at ditch needed for water to function naturally.

Recommendations

- Ensure road is narrow and simple; avoid reliance on road markings and signage.
- Consider grading to avoid dominance in open space and remove raised table.
- Consider if pavements needed; capacity of site and tree RPAs to accommodate them.

Recommended conditions

- Design (inc. levels); construction method; sensitive ditch crossing; surfacing; landscaping.

4.6 **Lead Flood Authority:** Further information required:

- Query on watercourse culvert details and need to allay concerns on risk of obstruction.
- Clarification on whether discharging to a watercourse is needed.
- Will need to consider overflow routes, levels, extent of drainage and its maintenance once the above is better understood.

4.7 **Petersfield Town Council:** Objection.

- Concerned about impact on trees.
- Insufficient information submitted on the priority for pedestrians.

- No link to the Bell Hill Recreation Ground.
- Insufficient information about the levels (height, embankments) of the road and culvert.
- Revised access, whilst benefiting from safeguarding trees, results in a negative impact; contrived/convoluted alignment for vehicles and pedestrians and results in a different internal road layout.
- Whilst veteran oak retained, access is not landscape-led; breaks through line of trees and ad-hoc design which solely responds to highway standards.
- Suggest reduce its width and re-position in south-east corner.
- Query service/utility provision through the tree belt.

#### Trees

- Query pavement surfacing material (porous or tarmac) and tree protection.

#### Drainage

- Design does not positively respond to the watercourse at the access; impact from ground levels, scale and design of new hard engineering which does not respond to site's character and functions and over suburbanisation; management and flood risk.
- Design needs to positively respond to place making.

#### 4.8 **Public Rights of Way:** No objection.

- Revised site access acceptable; improvement on previous version.
- Crossing would deviate from definitive PROW but acceptable; no Diversion Order required.
- Accept SDNPA desire to keep crossing point low-key but request some minimal signage at crossing (eg, way marker discs on bollards).

### 5. **Representations**

#### 5.1 3 neutral representations and 4 objections have been received, as follows:

##### Objection

- Access plans omit a mature oak tree (original plans) which needs addressing.
- Access should fully respect the line of mature trees.
- Request closure of Beckham Lane prior to development to protect surrounding area, wildlife and residents from increased traffic.
- Premature to approve access before permission for new housing.
- West of Petersfield does not have a lot of space for people to walk their dogs safely.

##### Neutral

- No objection as long as no vehicular access from Beckham Lane.
- CIL could be used to support better pedestrian connection to Bell Hill for Air Cadets building and for future residents to have easier town centre access.
- Need for safe pedestrian route from new housing on the north side of Winchester Road – S106/CIL money should be used.
- Support for retaining mature oak tree.

#### 5.2 **Petersfield Society:** Objection (case officer note – comments on original superseded proposals).

- Urban style road design, overly car dominant; straight line route forces pedestrians into convoluted crossing. Greater priority for pedestrians required.

- Further evidence needed to demonstrate protected trees would be safeguarded.
- Missing TPO tree from plans.

5.3 **Councillor Matthews:** Objection (case officer note – comments on original superseded proposals).

- Proposed route does not account for existing protected oak tree.
- Design Principles in the PNDP require an east-west pedestrian crossing across the road and the character should protect and reinforce the landscape characteristics of the open space.
- Raised table on the access has an urban design and does not provide a priority for pedestrians.
- PNDP design principles require proposals must connect with the Bell Hill Recreation Ground into the development and green space.

## 6. Planning Policy Context

6.1 The Development Plan comprises the South Downs Local Plan (SDLP) (2019) and the Petersfield Neighbourhood Development Plan (PNDP) 2016. The PNDP underwent minor non-material modifications in 2018 and September 2024. Regarding the latter, these included corrections, clarifications, update to maps, updates in line with the SDLP and national policy. The most pertinent policies are listed below. A longer list of relevant policies can be found in Appendix I.

6.2 Most relevant policies of the adopted SDLP (2019)

- SD2: Ecosystems Services
- SD4: Landscape Character
- SD5: Design
- SD9: Biodiversity and Geodiversity
- SD11: Trees, woodland and hedgerows
- SD21: Highway design and public art
- SD45: Green infrastructure
- SD50: Sustainable drainage systems

6.3 Most relevant policies of the adopted PNDP (2016)

- H2 – Design Framework; Land north of Buckmore Farm
- HP8 – Quality and layout of housing developments
- BEP1 – The character, setting and quality of the Town’s built environment
- NEP7 – Biodiversity, trees and woodlands

### The South Downs Local Plan Review

6.4 The South Downs Local Plan is undergoing a period of review and the First Publication (18 Consultation) was undertaken between 20<sup>th</sup> January – 17<sup>th</sup> March 2025. This is the first publication of the Local Plan Review and therefore can only be attributed very little weight. As it progresses through the adoption process, it will gain more weight for the purposes of decision making.

6.5 Relevant supplementary planning documents (SPD) and other guidance

- Design SPD (2022)
- The Petersfield Town Design Statement (2010)
- Ecosystems Services (non-householder) Technical Advice Note



- Biodiversity Net Gain Technical Advice Note (2025)

6.6 Most relevant sections of the National Planning Policy Framework (NPPF) 2024

- Section 11: Making effective use of land
- Section 12: Achieving well designed places
- Section 15: Conserving and enhancing the natural environment
- Section 14: Meeting the Challenge of Climate Change, Flooding and Coastal Change

6.7 Most relevant policies of the South Downs Partnership Management Plan (2020-2025)

- Policy 1: Landscape
- Policy 6: Favour natural functions and processes for marine environments
- Policy 43: Support appropriate recreation
- Policy 50: Housing

7. **Planning Assessment**

Principle

- 7.1 The site allocation policies and indicative masterplan for Buckmore Farm in the PNDP identify the main access from Winchester Road to extend through the eastern area of the allocations, up to the housing area (**appendix 2**). The indicative route cuts across the open space and through the existing protected tree belt which marks the boundary between the open space and housing area.
- 7.2 The 2020 Outline Permission encompasses a much wider area of land than the current application. The outline consent extends from Winchester Road (the main access) and covers fields further north, within which new commercial, open space and housing is granted in principle. The commercial area forms the southern field and the housing area at the northern extent, with open space in between them. This overall arrangement is consistent with the PNDP allocation policies and design framework (dated May 2019) conditioned as part of the outline consent.
- 7.3 The access from Winchester Road up to Beckham Lane has been built, under a separate application. Beyond this point, Reserved Matters approval has been granted for new commercial development and the next phase of road running through it.
- 7.4 The current application seeks approval for the details to extend the road beyond the permitted commercial scheme and access road. Its starting position is, therefore, fixed by these approvals. The access would then travel northwards across the open space into the new housing area.
- 7.5 Conditioned as part of the outline consent is a Design Framework (dated May 2019) which includes an indicative masterplan for land at Buckmore Farm as a whole (**appendix 2**). There is some inconsistency between its masterplan and the PNDP indicative masterplan regarding the access route through the open space and into the housing area, with one more tightly drawn to the eastern site boundary than the other. The proposed access is more consistent with the PNDP plan.
- 7.6 The Design Framework (May 2019) outlines a range of core principles for the more detailed design of the development as a whole. These are:
- 1) Landscape-led
  - 2) New employment, residential uses and green space
  - 3) Conserving and creating ecological networks
  - 4) Safeguarding the setting of heritage assets
  - 5) Attractive access across the green space
  - 6) Creating a north-south urban grain

7.7 Regarding a landscape-led approach, it outlines:

“Landscape must come first in the master planning of the site, with the design and layout of proposals drawing on the existing landscape context and green infrastructure assets, which are unique and distinctive elements of the site...” (paragraph 19).

“Development should enhance, respect and reinforce the landscape through a landscape-led design approach, informed by a contextual analysis of local landscape character and built character...such as topography, landscape features, historic landscape features, the water environment, biodiversity and other ecosystems services....” (paragraph 20)

“The landscape framework should reinforce existing and introduce new landscape elements...” (paragraph 21)

7.8 Core principle (5) above is highly relevant to this application. It sets out that:

“The layout and design...should deliver a network that promotes easy and efficient movement, with high levels of pedestrian and residential amenity and an attractive environment. This should be achieved through a hierarchy of streets and routes which respond to different travel needs” (paragraph 34).

“The character of the access road as it crosses the central open space should reflect the landscape setting and the needs of pedestrians moving east-west along the recreational route....” (paragraph 36)

“Whilst the design of the main access road has not been determined, the optimum access point for the residential area is likely to be towards the eastern boundary and south eastern corner of the northern field. This will allow an efficient layout that limits the amount of infrastructure crossing the central open green space...” (paragraph 37)

7.9 These principles are furthered later in the document within more detailed general principles. These re-iterate the location of the access as above (paragraph 37 quotation) but additionally outlines “an appropriate entry point into the northern field will need to be agreed with the local authority given the presence of trees, some of which are protected by a TPO. The loss of trees in creating the new access should be mitigated by new tree planting elsewhere in the development” (paragraph 66) This considers some flexibility in the position of the access subject to more detailed consideration of the trees.

The proposed access

7.10 The original plans for the application proposed a route which responded to the conditioned Design Framework, with the access proposed in the very south-east corner of the site. However, following further assessment, this access was re-designed to the current proposals. Its point of access through the tree belt is now further west, so as to avoid significant impact or loss of a veteran oak tree in the south-east corner of the site. The access is now through a more feasible gap between trees. This proposed entry point is more acceptable for these reasons plus it also responds to concerns raised by consultees and third party representations.

7.11 As each end of the proposed access are considered to be fixed, for the reasons above, the route runs through the open space with two bends to join these two points and avoid and minimise incursion into root protection areas. The need to fell any important mature trees has been avoided and reflects a landscape-led approach.

7.12 Given how its route has been influenced by the above, it does not explicitly follow the Design Framework commentary regarding its route through the south-east corner of the site. However, as quoted above, the Design Framework allows for some flexibility given it states that the access design has not been determined and it is likely to be towards the south east corner.

7.13 Achieving a sensitive design beyond this, in the context and focus of this Reserved Matters application is its scale, appearance, drainage and landscaping. A landscape-led approach has been sought so far as possible given the aforementioned constraints of accommodating the access across the open space.

Scale and appearance

- 7.14 The access has been designed to be as narrow and short as possible, given the above considerations, and the need for adequate vehicular and pedestrian accessibility. There is, therefore, limited further scope to address consultee advice about its scale.
- 7.15 However, this has resulted in the Highways Authority raising safety concerns. They consider that the access once built would result in conflict between users (eg, how vehicles interact passing one another on the bends). The Applicant's highways consultants dispute these views and have provided further information to demonstrate that the road meets with the Highways Authority's principle guidelines.
- 7.16 The Highway Authority's views about road dimensions, vehicle tracking and visibility, do appear resolvable to SDNPA officers. As a further review, a Road Safety Audit (which has been requested) would provide further clarification on its acceptability. A resolution to grant reserved matters approval subject to the submission of a Road Safety Audit from the Applicant, plus further consultation with the Highways Authority, is recommended, so as to address highway safety matters and policy SD21.
- 7.17 Regarding the access' siting and impact on trees, conflicting consultee advice has been received. The accuracy of tree RPAs, particularly for the large veteran tree, has been raised. Parts of eastern pavement encroach into the RPA and the road would further encroach into it if the RPA was underestimated. However, other consultee advice has not raised an objection to the submitted Arboricultural Assessment and Method Statement. Overall and on balance, provided suitable construction methods, materials, and protections measures are employed no objection is raised regarding impact on trees. Therefore, the proposals could accord with policy SD11.
- 7.18 Turning to the access' appearance, it inevitably requires a degree of engineering to accommodate up to 85 dwellings. To manage vehicle speeds, a raised table within the road is proposed which does add to its overall engineering, however, this appears unavoidable in order to achieve a safe functioning access balanced with safeguarding protected trees.
- 7.19 The road and pavements would be tarmac, which is typical of rural roads. If block paving was proposed for example, it would be inconsistent with the commercial scheme and paving can also appear more suburban
- 7.20 There is some concern about how the road would work with existing contours and it has the potential to appear raised and more pronounced compared to surrounding ground levels. Notwithstanding the information provided, agreement of final levels are recommended to be conditioned so as these are considered in more detail.
- 7.21 Regarding pedestrian access, a single pavement is proposed along its eastern side. There is a smaller length of pavement on its western side, where it would join the approved commercial scheme and the footpath leading into the open space. Not having two pavements either side for its full length helps to reduce its width, engineered appearance, and address tree constraints.
- 7.22 The pedestrian crossing would join up with the existing footpath. The crossing does not explicitly follow the definitive PROW as this cuts straight across the bend in the road, however, the County Council have not raised an objection to this provided there is a degree of signage. The PROW team have agreed with officers that the county guidelines of needing white give way lines and other road signage for the crossing is not needed in this instance in order to not overly suburbanise and engineer this semi-rural location.
- 7.23 The route of the path crossing the road is of a simple design. It would not significantly impact upon the amenity and accessibility of the existing PROW. Overall, the location and appearance (subject to agreeing materials, way markers via condition) of pedestrian crossing and its relationship with the PROW are acceptable.

Landscaping (Reserved Matter)

- 7.24 The scheme proposes introduces native planting at the SUDs basin and elsewhere. Consultee advice supports additional native shrub planting in principle as compensation for

the loss of existing vegetation to create the access, but further work is needed to introduce a more diverse range of species to benefit wildlife. The overall parameters of the landscape plan provided do not appear wholly unacceptable. Consultee advice recommends conditioning the landscaping details further in the interest of biodiversity and landscape character, as per the recommendation below. In these respects, enhancements for biodiversity and landscape character would accord with policies SD4 and SD9.

Drainage

- 7.25 The road incorporates a small swale and SUDs basin on its western side. Consultee concern ranges from the technical aspects of the Lead Flood Authority needing to be addressed (eg, drainage calculations), to whether the scheme is overly engineered and adopts a landscaped approach.
- 7.26 Given the route itself, the most logical point for the SUDs basin is on its western and lower side. It is considered that the detailed drainage scheme can be conditioned to consider drainage in further detail. The Lead Flood Authority and other consultees would be consulted on the detailed engineering works and their prominence (eg, outfall headwalls in the SUDs basin, culverts). Regarding water quality, the SUDs basin would capture surface water and combined with the choice of species could reduce sediment and filter contaminants from run-off. Overall, the proposals could accord with policies SD17 and SD50.

Ecology

- 7.27 The approval of reserved matters for outline planning permissions are not within the scope of mandatory biodiversity net gain. However, on-site enhancements would be achieved within the landscaping scheme. Furthermore, specific mitigation and enhancement for protected species is recommended to be conditioned given consultee advice. No objections are raised on ecological grounds and conditions to secure landscaping, mitigation and enhancement measures are recommended.

Impact on surrounding amenities

- 7.28 The proposed access is a good distance from the nearest residential properties to the east, on the opposite side of the recreation ground. There would not be any discernible impact upon those properties and similarly those to the south of the site. The proposals would also not impact upon the amenities of the adjacent recreation ground.

S245 duty

- 7.29 Within the overall planning balance, the scheme as a whole would further the purposes of the National Park insofar as the development safeguards important mature oak trees and seeks to enhance biodiversity.

**8. Conclusion**

- 8.1 The Applicant has engaged with officers through the process of amending the road siting and design. Highway safety aspects cannot be entirely resolved at present. However, officers are sufficiently confident to recommend a resolution to grant reserved matters approval subject to the submission of a Road Safety Audit and further consultation with the Highways Authority.
- 8.2 Other consultee advice concerning ecology, landscape character and drainage can be sufficiently addressed within the context of the proposals. This would be achieved via the recommended conditions to secure a sensitive design so far as is practical and within the Development Plan policy context and other material considerations (eg. NPPF and First Purpose).
- 8.3 It is considered that the access sufficiently accords with the conditioned Design Framework specifically regarding the access across the open space, subject to further more detailed consideration as per the Recommendation below.
- 8.4 The NPPF outlines overarching economic, social and environmental objectives to sustainable development. There would be social and economic benefits because the new access would

assist in the delivery of the housing site. Once built it would also facilitate good access from the housing site to/from the town centre. The environmental impacts have been considered as outlined in this report and subject to conditions are acceptable.

- 8.5 The proposals, subject to the resolution and conditions, accord with the relevant individual policies of the Development Plan and as a whole, the NPPF (2024), National Park Purposes and duty, and relevant legislation. It is considered that the relevant Development Plan policies are not out of date and, therefore, the 'tilted balance' within the NPPF (paragraph 11(d)) is not engaged. There are no other material considerations of sufficient weight which would justify refusing permission.

## 9. Reason for Recommendation

9.1 It is recommended that:

- 1) That authority be delegated to the Director of Planning, in consultation with the Chairman of the Planning Committee, to grant approval of the Reserved Matters reference SDNP/24/01907/REM subject to:
  - i) The satisfactory resolution of highway safety matters, including receipt of a Road Safety Audit.
  - ii) The conditions set out at paragraph 9.2 of the report and any amendments or other conditions required to address highway safety matters, as necessary.
- 2) That authority be delegated to the Director of Planning to refuse the application, with appropriate reasons, if the highway safety matters are not satisfactorily resolved within six months of the 10 April 2024 planning committee meeting.

9.2 And subject to the following conditions:

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 (1) of the Town and Country Planning Act 1990 (as amended) and Section 51 of the Planning and Compulsory Purchase Act 2004.

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 shall commence until a full schedule of materials and finishes and, where so required by the Local Planning Authority, samples of such materials and finishes to be used for the access hereby approved has been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in full accordance with the approved schedule and samples.

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.

### Levels

4. No development shall commence until details of site levels and longitudinal and latitudinal sections detailing the topographical information through the site have been submitted to and approved in writing by the Local Planning Authority. These shall show how the development is proposed to be set into the topography of the site, in comparison to existing levels. The development shall thereafter be implemented in full accordance with the agreed details.

Reason: To ensure a satisfactory development which responds to the characteristics of the site.

### Trees

5. The development shall be undertaken in full accordance with the Arboricultural Impact Appraisal and Method Statement (prepared by Barrell Tree Consultancy, ref: 23141-AA-AccessRoad7-2025-PB dated 07.02.2025) and Tree Protection Plan 23141-11.

Reason: To safeguard existing trees to be retained and for good arboricultural practice.

Ecology

6. The development shall proceed in full accordance with the measures detailed in the Ecology Note by Ecosupport date 06.02.2025 and enhancement measures to be agreed in the landscape scheme pursuant to condition 7.

Reason: To deliver suitable ecological mitigation and enhancements on site.

7. No development above slab level shall take place until a further detailed Scheme of Soft and Hard Landscape Works has been submitted to and approved in writing by the Local Planning Authority. These details shall include (but not be limited to):
  - a. Written specifications (including cultivation and other operations associated with plant and grass establishment);
  - b. Planting methods, tree pits & guying methods;
  - c. Schedules of plants, noting species, planting sizes and proposed numbers/densities where appropriate and support the agreed details pursuant to condition 6;
  - d. Retained areas of trees and hedgerows;
  - e. Details of all hard-surfaces, including paths, kerb edges, access, boundary treatments.
  - f. Details of the siting, specifications and management of the Sustainable Urban Drainage systems pursuant to condition 8;
  - g. A landscape schedule for a minimum period of 10 years including details of the arrangements for its implementation;
  - h. A timetable for implementation of the soft and hard landscaping works.
  - i. A landscape plan with services shown;
  - j. Soil protection, storage and management (import/export materials)
  - k. Details of the pedestrian crossing regarding surfacing and low key signage for the public right of way (eg, timber bollards).

The scheme of Soft and Hard Landscaping Works shall be implemented in accordance with the approved timetable. Any plant which dies, becomes diseased or is removed within the first ten years of planting, shall be replaced with another of similar type and size, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To achieve an appropriate landscaping scheme to integrate the development into the landscape and provide a setting for the new development.

Drainage

8. Notwithstanding the details provided, 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 adopt the approach of minimising the extent of engineering works, where feasible, and working with the existing topography and site characteristics. The details shall also ensure that they accommodate the landscape scheme relating to the SUDs basin pursuant to condition 7 and tree protection measures pursuant to condition 5. 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 and enhance biodiversity.

Construction Management Plan

9. No development shall commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. Thereafter, the approved CEMP shall be fully implemented and adhered to throughout the entire construction period. The CEMP shall provide details as appropriate, including (but not limited to):
- a. The anticipated number, frequency and types of vehicles used during construction and routing of vehicles;
  - b. How deliveries would be managed in terms of vehicles entering and leaving the site and timings;
  - c. The method of access and routing of vehicles during construction;
  - d. The parking of vehicles by site operatives and visitors;
  - e. The loading and unloading areas of plant, materials and waste;
  - f. Measures to control surface water run off;
  - g. Construction timings to avoid disturbance of protected species;
  - h. Dust suppression, mitigation and avoidance measures;
  - i. Noise reduction measures;
  - j. Details of site monitoring and logging of results;
  - k. Hours of operation during construction;
  - l. The storage of plant and materials used in the construction of the development;
  - m. The erection and maintenance of security hoarding;
  - n. The provision of wheel washing facilities;
  - o. A scheme for recycling/disposing of waste resulting from construction works.
  - p. Construction lighting and its operation.
  - q. A programme of and phasing of demolition (if any);
  - r. The arrangements for deliveries associated with all construction works;
  - s. Methods and phasing of construction works;
  - t. Access and egress for plant and machinery;
  - u. Location of temporary site buildings, compounds, construction material, and plant storage areas.

Works shall only take place in full accordance with the approved CEMP.

Reason: In the interests of highway safety, the amenities of the area and managing the environmental considerations during the construction phase.

Dark night skies

10. In the event that lighting is incorporated into the development, a detailed lighting scheme shall first be submitted to and approved in writing by the Local Planning Authority. The scheme shall specify the type and location of all external lighting to be installed throughout the site. All external lighting shall be designed and shielded to minimise upwards light spillage and accord with the Local Planning Authority's Dark Skies Technical Advice Note 2021. The measures shall thereafter be implemented in full accordance with the approved details.

Reason: To conserve dark night skies.

**Tim Slaney**  
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Appendices: Appendix 1- Legislation and policies  
Appendix 2 - PNDP site allocations plan and extract masterplan of Design Framework (May 2019)  
SDNPA Consultees: Legal Services, Development Manager  
Background Documents: [SDNP/24/01907/REM | Application for approval of reserved matters pursuant to outline planning permission SDNP/18/06292/OUT - Details of proposed road between Phase 2 employment site and the housing site | Land North of Buckmore Farm Beckham Lane Petersfield Hampshire](#)  
[South Downs Local Plan \(2014-33\)](#)  
[Petersfield Neighbourhood Plan - South Downs National Park Authority](#)  
[South Downs National Park Partnership Management Plan](#)  
[SDNPA Supplementary Planning Documents and Technical Advice Notes](#)