



# Petersfield Neighbourhood Plan



2014 - 2028

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# 1 Introduction

## 1.1 Why do we need this plan?

The Petersfield Neighbourhood Plan, led by the Town Council, started back in September 2011. The Town Council wanted the people of Petersfield to have a say in all aspects of the future of the town but most importantly it wanted local people to decide where new housing should go, rather than leaving this decision to East Hants District Council (EHDC) and the South Downs National Park Authority (SDNPA).

Petersfield's Neighbourhood Plan sets out a vision for the area that reflects the thoughts and feelings of local people with a real interest in their community. The Plan sets objectives on key themes such as moving around, housing, employment, green space and community facilities. It builds on current and planned activity and says what the Town Council and its partners will work towards. Throughout, we have ensured that the principles and policies set out in the plan reflect both national planning guidance, as well as the Joint Core Strategy produced by the SDNPA and EHDC.

The Town Council is committed to developing and strengthening the contacts and groups that have evolved as a result of the Neighbourhood Planning process. It believes that by working together to implement the Plan it will make Petersfield an even better place to live, work and enjoy.

## 1.2 What does the plan do?

The Petersfield Neighbourhood Plan is an opportunity for the residents of the town to look forward 15-20 years in order to help plan and shape the way the town will develop.

Instead of piecemeal development being forced upon us, we are able to say how we want the layout of the town to evolve. This includes housing, schooling, employment, hotels, community, leisure and tourism facilities as well as better streets and transport.

Importantly, the plan also says how we are going to ensure that both our built environment and the surrounding natural environment are conserved and enhanced as new development takes place.

## 1.3 Who authored this plan?

This plan has been sponsored by Petersfield Town Council as the 'qualifying body' in accordance with the Neighbourhood Planning Regulations 2012. The development of the plan has been overseen by a Steering Group and executed by a Project Group. These groups were drawn from:

Petersfield Town Councillors (3)  
East Hants District Councillors (2)  
East Hants District Council Officers (1)  
South Downs National Park Authority Officers (3)  
Local resident volunteers (12)

Whilst limited funds were made available by the Town Council and additional funding provided by the SDNPA, the production of this plan would not have been possible without the local resident volunteers.

Other individuals and organizations that have assisted in the production of this plan are acknowledged in section 15.

## 1.4 How was this plan formed?

The process of creating this plan involved a series of stages. This began with community engagement events and workshops in order to understand the wishes of the community. Once these had been established, the group developed a vision for the plan backed up by a series of key principles. This vision and the principles were then used to guide the site selection process and to generate a series of objectives and policies for the plan.

A detailed explanation of the planning process, with full lists of all the sites considered at each stage, is published in the 'Forming the Plan' supporting document and can be found on the neighbourhood plan website ([www.petersfieldsplan.co.uk](http://www.petersfieldsplan.co.uk)).

## 1.5 How to read this plan

Section 2 sets out the guiding principles and vision for the remainder of the plan. This was derived directly from the community feedback that was received during numerous engagement events.

Sections 3 to 10 discuss each of the plan's 8 topic areas in turn. These sections explain the background context and constraints for each topic, outline the community's feedback and then go on to explain how we will achieve our objectives for this particular area.

Section 11 is the town's masterplan. This is a series of maps which illustrate what the plan is trying to achieve. These maps are referenced by the policies and thus form part of the plan's formal planning guidance. A3 versions of the maps can be found in Annex A.

Section 12 contains detailed design frameworks for each of the residential development sites. These design briefs also form part of the plan's formal planning guidance.

Section 13 contains the detailed policies which will achieve the plan's objectives. Objectives are shown in green boxes with related policies in blue boxes. Policies which do not relate to land use, but are nevertheless relevant to the plan as a whole, are shown in pink boxes.

Section 14 contains the details of supporting documents published with this plan as well as references. Where possible, referenced documents are also available on (or linked to) the Neighbourhood Plan website.

Finally, section 15 contains acknowledgements.

## 1.6 Additional Copies of this plan

This document can be viewed and printed from the Petersfield Neighbourhood Plan website:

<http://www.petersfieldsplan.co.uk/>

Printed copies can be obtained from:  
Petersfield Town Council,  
Town Hall,  
Heath Road,  
Petersfield, GU31 4EA  
01730 264182

<http://www.petersfield-tc.gov.uk/>

# 2 The Vision for Petersfield

## 2.1 What defines our town?

Petersfield lies in the valley of the Western Rother, amid the chalk scarps and downs and the Wealden greensand ridges. It is a market town of great charm, with green fingers and streams that weave into and around its historic core of old buildings, many of which are listed. Petersfield has the medieval Market Square at its heart and the Heath as one of its green lungs. These areas contain evidence of their medieval and prehistoric origins and are important elements of the cultural depth of the town. The country is never far from the town and the well-used footpaths that radiate into and out of it are complemented by frequent long views to the heights of the surrounding landscape.



**Rams Walk**

Sitting on the A3 and main railway line linking London to Portsmouth and the south, Petersfield is well connected and thus offers an attractive location for both commuters and businesses. The creation of the South Downs National Park has resulted in both opportunities and constraints for the town. Any new development must now be carefully judged for its impact on the landscape and thus the town's growth will inevitably be constrained. However, being at the heart of a national park offers Petersfield the opportunity to become a gateway town for people wishing to enjoy the surrounding countryside and thus develop its offering for tourists and visitors.

## 2.2 Key Principles

The overwhelming view from local people is that Petersfield's strength is that it is a 'real market town'. In developing the plan we have therefore applied some overarching principles which are aimed at ensuring that Petersfield retains its market town character:

### 2.2.1 Petersfield must continue to feel 'compact'

Petersfield currently has a population of around 15,000. We know this will grow, but we want to enable this growth without allowing the town to sprawl. At the heart of this feeling of compactness is 'walkability'. The majority of people living in Petersfield are within about 10 minutes walk of the High Street. We want to try and keep it this way. Towns that move their residential and shopping areas to the perimeter quickly lose their soul, becoming uninviting and unattractive.

### 2.2.2 Petersfield must continue to have a close relationship with the surrounding countryside

Petersfield is the second largest town in the South Downs National Park (and indeed of any UK National Parks) and is defined by its surrounding countryside. Just as it doesn't take long to walk to the town centre, most residents live within about 15 minutes walk of open land. We need to retain the existing fingers of green space that bring the countryside into our town and thus allow the town to 'breathe'. We also need to ensure that the size, form and location of new buildings doesn't cut us off from the glorious views we enjoy of our surrounding landscape or detract unduly from the views that people enjoy when they view Petersfield from the surrounding areas.



### 2.2.3 Petersfield must retain its markets, festivals and events

The regular markets are central to Petersfield's character and identity - they must be maintained and helped to flourish. Seasonal festivals and events strengthen the town's community spirit, provide a focus for people from the surrounding area and also make Petersfield a destination in its own right for people visiting the South Downs.

### 2.2.4 Petersfield must continue to act as a centre for the surrounding area

As with any market town, Petersfield supports many people from the surrounding villages. In turn, these people make a significant contribution to the town's economy. We therefore need to ensure that Petersfield continues to provide an appropriate range of employment, shopping, and community facilities, including education. We also need to ensure that people can access the town easily – this means sufficient parking, good public transport and safer streets, as well as easy walking and cycling options.

Taking these principles and applying them to what the people of Petersfield told us they wanted to see in the future, has enabled us to develop a Vision of Petersfield in 2028.

## 2.3 The Vision

**In the years up to and beyond 2028, the people of Petersfield will live in a thriving market town and recognised gateway to the South Downs National Park.**

**Careful development and use of space will have resulted in a town which still feels compact whilst being closely connected to the surrounding landscape through footpath and cycle links as well as its many green spaces.**

**Our town will have retained its market character which will be further enhanced by the quality of its built and natural environment. Its vibrant town centre will be supported by a mix of retail, business and residential accommodation which meets the needs of the people of Petersfield and the surrounding areas whilst respecting the town's heritage and setting within the South Downs National Park.**



## 2.4 Our Community

We will live in a lively and inclusive community with a plethora of community groups, organisations and local charities. Our community will be mixed, with people of all ages, backgrounds and ethnicities. These people will have opportunities to work in Petersfield and to live in the town in homes that they can afford. People of all ages will feel connected to their town and to each other. Petersfield will offer a range of leisure and community facilities which meet the needs of its residents with a strong emphasis on activities which make good use of the surrounding natural environment.



Photograph courtesy Petersfield Festivals

## 2.5 Our Economy

Our economy will be strong with a focus on local, quality products and services. The plethora of activities on offer which relate to our natural environment means that the town has become a key hub for people wishing to access the South Downs. We are able to offer our visitors a rich and varied range of shops, restaurants and services that make Petersfield a destination in itself. High quality offices with excellent communication links also make Petersfield a good place to do business.



## 2.6 Our Homes

We will live in homes which are accessible, adaptable and affordable. The mix of housing that we will have achieved will ensure that we can meet the needs of all age groups including first time buyers, growing families and retirees. We will have ensured that all new housing is well designed, has been built to high standards, complements the character of the town and is highly energy efficient.



## 2.7 Our ability to move around the town

We will be able to move easily around the town with a network of footpaths and cycleways. Our town centre and residential streets will be designed to give pedestrians and cyclists priority over vehicles. When we need to travel further, we will enjoy excellent public transport facilities from community-led transport schemes employing sustainable modes of transport.



## 2.8 Our town's relationship with the environment

Our town's setting in the environment will have been preserved and enhanced. Biodiversity will have been encouraged throughout the town and, in particular, the Heath will have been sensitively managed and conserved. Walkways, cycleways and footpaths will enable us to access the surrounding countryside whilst new green spaces and recreational areas will have been created to balance new housing and thus retain the town's essential character.



# 3 Housing

## 3.1 Housing in Petersfield

Petersfield has a population of around 15,000 people living in just over 6,500 households. Analysis of the housing stock, demographic data and local housing market revealed:

- Petersfield's housing stock is fairly typical for East Hampshire and is made up of:
  - 13% 1 bed
  - 25% 2 bed
  - 36% 3 bed
  - 19% 4 bed
  - 7% 5 bed or more
- The average price paid for a property in Petersfield is £372,844 which is the second highest in Central Hampshire and fourteen times the average UK salary.
- An annual salary of more than £60,000 is needed to buy an average priced house in East Hampshire.
- Unsurprisingly, young people and first-time buyers therefore find it difficult to afford homes in Petersfield.
- Petersfield has significantly fewer inhabitants between the ages of 18 and 35 than the average for the South East.
- The demand for new affordable homes in Petersfield is between 32 and 74 per year. The majority of this demand is for one or two bedroom flats. We are currently unable to meet this demand.
- There is a shortage of reasonably priced (estimated to be around £250,000 to £350,000) family homes for local people.
- The percentage of the town's inhabitants that are over 60 will increase from 28% to 38% over the next 15 years. That is an increase of around 1500 people.
- There is a lack of good quality 2 to 3 bedroom housing within walking distance of the centre of the town for retirees who wish to downsize.



## 3.2 Community Feedback about Housing

Our consultation with the community indicated that there was a strong feeling about housing. People felt that the plan should have things to say not only about where new housing is situated, but also about the type of housing as well as being clear about the levels of quality and design that we would like to see. Whilst many people were nervous about new development, the majority of people that we consulted recognised that there was a need for new housing in order to secure the town's future prosperity. The key themes that emerged were:

- Affordable housing and more housing for local people
- Housing suitable for young people and first time buyers
- Housing for growing families
- Concern over the provision of housing for an ageing population
- New homes should be of a high quality and fit in with the character of the town
- New homes should be energy efficient and minimise any impact on the environment
- The provision of parking and garden space is important

## 3.3 Our objectives and strategies for housing

### 3.3.1 Housing Objective 1 (HO1)

**Allocate sufficient development sites to meet the requirements of the East Hampshire Joint Core Strategy whilst ensuring an appropriate mix of housing to meet the town's future needs.**

The Joint Core Strategy requires Petersfield to provide a minimum of 700 new dwellings over the next 15 years. In order to decide where these new dwellings should be built, the PNP group have evaluated over 70 potential sites using the process described in the 'Forming the Plan' supporting document that accompanies this plan. The final set of allocated sites is shown in section 11.1 of this plan and listed in more detail in policy HP1. In addition, section 12 contains individual design briefs for each site.

The PNP group commissioned two independent analyses of Petersfield's housing need which looked at existing housing stock, together with demographic trends and market demand. These studies revealed three distinct groups for which the town needs to provide more housing:

- Young people and first time buyers
- Growing families
- Retiring downsizers

The plan's target housing mix was developed from these studies and policy HP2 mandates a mix of housing in new developments which will provide a balanced provision which is appropriate to the specific demands of Petersfield. The detailed analysis behind the housing mix figures is shown in our 'A Housing Mix for Petersfield' supporting document which accompanies this plan.

A specific concern which was repeatedly expressed by the community and which is backed up by demographic trends, was the provision of housing for an ageing population. Policy HP2 therefore specifies that a proportion of new housing must be suitable for, but not restricted to, older people whilst policy HP3 allocates a specific site for the provision of dedicated accommodation and facilities for an ageing population.

The community was also concerned that development would outstrip the provision of supporting infrastructure and policy HP4 therefore mandates a phased approach to the building of new dwellings over the lifetime of the plan.

### 3.3.2 Housing Objective 2 (HO2)

**Provide more affordable housing and more housing for local people**

Petersfield is an expensive place to live and many people who would like to live in the town, often because of family connections, cannot afford to do so. Analysis of the number of people waiting for affordable housing has shown that demand is considerably more than is currently available. However, any policy to increase the amount of affordable housing must ensure that housing stock and population mix remain balanced whilst new development must also be financially viable. Policy HP5 therefore requires that a percentage all new developments must be affordable dwellings.

There are also people who do not qualify for affordable housing but can still not afford to buy in Petersfield. Feedback from the community, together with independent analysis, indicated that there was concern that younger people with connections to the town were unable to live here and that growing families could not afford to move up the housing ladder. Policy HP6

therefore mandates that 10% of the market housing in new developments can only be sold to local people and must be advertised at 90% of the market rate for that type of property. In defining what we mean by 'local' we have specified a residency and employment qualification which also extends to people living or working in adjoining parishes.

Another mechanism for providing affordable housing for local people is to enable people to build their own homes, or have them custom-built to their own specification. Government figures indicate that 53% of people would wish to be able to build or specify a new dwelling and the self-build register on the neighbourhood plan website demonstrated strong support from the local community with many people ready to build if the land was made available. Self build dwellings are likely to cost less than the market equivalent and the dwellings that are built will tend to be better quality with more innovative architecture than a standard developer's offering. Policy HP7 therefore encourages self-build and specifically allocates two sites for self and custom built homes. Furthermore, it restricts the ownership of individual plots on these sites to individuals with a local connection.

More information about how we envisage self and custom build homes being developed in Petersfield is set out in the 'Self & Custom Build Homes' supporting document that accompanies this plan.

### 3.3.3 Housing Objective 3 (HO3)

#### **Ensure that all new homes are built to appropriate standards**

The UK builds some of the smallest homes in the world. This was reflected in the feedback from the community which indicated that people found many modern homes too small. Small homes are also more difficult to adapt for people with disabilities or for older people who have difficulties with mobility. Policy HP8 therefore sets out minimum space and storage standards for new dwellings.

The community felt very strongly that Petersfield is a special place to live and that new developments should be of a high quality and well designed. The Design Council has produced an industry code called Building for Life which sets out standards for items such as character, street layout, car parking and public/private spaces. Policy HP9 requires new developments to meet the standards in all 12 sections of this code and also specifies minimum levels of vehicle and cycle parking. Built Environment Policy 1 (BEP1) provides further guidance on how all new buildings (not just housing) must reinforce the town's character.

# 4 The Built Environment

## 4.1 Background

The built environment is the most visible aspect of our cultural heritage. Petersfield is the second largest town in the South Downs and therefore its built environment is one of the key defining characteristics that underpin its quality of life and its identity as a place attractive to business, residents and visitors.

## 4.2 Setting and special character

The historic development of the town is centred on St. Peter's Church giving it even today a relatively compact commercial town centre based on the High Street and The Square. This is the focal point of the town being originally the market place and it remained in use as a cattle market until well into the 20th century. The prosperity of the town was originally founded on wool. Cloth manufacture and the leather and the tanning industries were also important, as were the inns that supported the coaching trade on the main London to Portsmouth road.



The arrival of the railway in 1859 transformed the town, making the coaching trade obsolete, bringing new commerce, new housing and an increased population. Victorian and Edwardian residential development focussed on both sides of the railway station. Like many rural towns, Petersfield remained almost untouched by new development until the 1960s, after which new housing estates were incrementally added around the edges of the town.

The town's location close to the chalk of the South Downs to the south, the Hangers to the north and within the Rother Valley - a mosaic of farmland and woodland, much of it of great time depth, creates an enclosed landscape with numerous sunken lanes and ancient tracks. The town nestles discretely within its landscape, barely visible from the surrounding hills and almost hidden from its approach roads. From the town, views out both north and south mean that its built-up areas are well related to the adjoining countryside and the feel of a market town is created.

The policies of this Plan are intended to enhance the town's setting in the South Downs National Park and ensure the character of the town and its heritage are respected and strengthened.

## 4.3 Community Feedback

Residents' surveys for Petersfield Tomorrow's Market Town Health Check (2006), the Petersfield Town Design Statement (2010) and for this Plan have all indicated very strong support for retaining the town's character, conserving its setting and ensuring that all future developments are appropriate to its scale, character and ambience. The Petersfield Conservation Area Appraisal and Management Plan (2014) had a similar response to its consultation programme.

In particular, community feedback for this Plan has reinforced concerns about:

- Development pressures affecting the character of the conservation area
- The need to maintain the town's historic buildings
- Conserving back gardens and green spaces
- Shop fronts that fail to reflect the National Park and town character

- Lack of maintenance of pavements and footways
- Illegal parking
- Excessively high densities in the town centre

## 4.4 Built Environment Objectives and Strategies

### 4.4.1 Built Environment Objective 1 (BEO1)

**Conserve and enhance the character and quality of the town's built environment and ensure good quality design.**

Good quality design has been strongly supported by the evidence presented for this plan - the various studies undertaken in recent years, government guidance and through the consultations that have been undertaken. JCS Policy 27 Design requires new development to respect the character, identity and context of towns such as Petersfield and to be of exemplary standard with criteria establishing how it should make a positive contribution to its local distinctiveness and the setting and context of the National Park. However, policy BEP1 goes further and sets additional criteria against which proposals can be measured and assessed so that the town's character is respected and enhanced.

The conservation area is a key part of our town and must be carefully managed in order to conserve and enhance the overall built environment. Policy BEP2 therefore requires any development within a conservation area to conform to the Conservation Area Appraisal and Management Plan (CAAMP) and also sets additional criteria which must be followed. Policy BEP3 goes on to identify the key focal points and buildings within the conservation areas that must be considered when evaluating any new development or alteration.

Much of the character of our town centre is derived from its retail buildings and thus appropriate and high quality shopfront design is key in ensuring we retain Petersfield's essential character. Policy BEP4 therefore mandates a series of characteristics for new or replacement shopfronts.

### 4.4.2 Built Environment Objective 2 (BEO2)

**Ensure that development is energy efficient, sustainable and adaptable to climate change.**

Ensuring that all new development is both highly energy efficient and sustainable is considered important by the people of Petersfield. There are a number of codes and mechanisms to try and achieve this which may change and evolve during the lifetime of the plan. Policy BEP5 adopts, as a minimum, the JCS policy of using the Code for Sustainable Homes or, alternatively, allows developments to demonstrate that they are zero carbon. Due to the rapidly evolving standards and codes in this area, new codes or government policies may be taken into consideration as they become effective. They should be used to judge the intent of this policy - which is to strongly encourage sustainable and energy efficient development.

BEP5 also mandates that new developments should not exacerbate flooding risks and thus specifies that they must have a neutral impact on surface water. This can be achieved using sustainable drainage systems together with permeable surfacing material for parking areas and pathways.



# 5 Getting Around

## 5.1 Background

The building of the railways and the development of the old A3 as an important traffic route serving Portsmouth in both World Wars, meant that the town retained its key position as a transport crossroads, linking northward to London, west to Winchester along the A272 and east to Midhurst. Chichester is accessible via the new A3 and via the B2146 (Sussex Road) towards South Harting and into the South Downs countryside.

The London to Portsmouth railway is an important passenger route. The station is busy at peak times with trains, buses, taxis, cars and pedestrians. Some Bus services, although limited, link the town with Winchester and Bishops

Waltham to the west, Chichester, Havant and Waterlooville to the south, Midhurst to the east and Liss and Alton to the north.

The railway serves the town at Petersfield Station, with the level crossing closing to traffic causing some tail-backs. This is more frequent at peak hours. There is an alternative for cars, light vans and lorries via Swan Street under the bridge (height restricted).

After much public debate, Petersfield benefited from the construction of the new A3 bypass in 1993, which at that time removed much of the through traffic. The A3 now forms an artificial, although well defined, western edge to the town. The bypass scheme included a demonstration project where the former A3 was realigned and its width reduced through the town centre running from north to south. This also included the enhancement of Dragon Street and High Street to make this area more attractive.

Since these changes both A3 traffic and through traffic have increased, particularly so since the Hindhead Tunnel was constructed. Traffic has also increased on the link access to the A272 towards Midhurst and the eastern side of the town. There are an increasing number of 'rat-runs' that result in vehicles travelling through residential areas at excessive speeds. The town also experiences HGV's, using satellite navigation, diverting from their A3 principal route onto these minor roads. The overall result is more noise, pollution and disruption to local traffic.

There are other problem areas and issues that require attention. These can be termed 'hotspots' and they concern junctions, regular breaking of speed limits in residential areas near schools, lack of crossings, poor footway links and insufficient safe cycling paths (both on-street and off-street) from home to school and to community facilities.

The main spine of the town centre runs west to east, starting at the railway station, running down Lavant Street, along Chapel Street, through the Square and along the High Street to the war memorial. Lavant Street is the key link to the town station but lacks the sense of a 'gateway' to the town.



## 5.2 Community Feedback

The community's views on transport issues in the town were:

- Make the town more pedestrian and cycle friendly – a more 'walkable' town.
- Reduce traffic speeds in the town centre, near schools and key streets in residential areas.
- Developers should pay for new street design/calming to slow traffic on existing streets because most development will increase the frequency, amount and speed of traffic.
- Routes to the town centre, residential areas and schools should be safer for pedestrians and far more conducive to cyclists.
- Give pedestrians priority in the town centre, but do not fully pedestrianise. Allow traffic access albeit slowly.
- More frequent, perhaps smaller, buses are needed to residential areas, community facilities, surrounding villages, the South Downs National Park and Queen Elizabeth Country Park. More buses to Hospitals, GP surgeries and to Winchester and Chichester are needed.
- Co-ordinate bus routes and times with trains. More frequent, but smaller buses.
- Create a larger more attractive and versatile Town Square that is traffic free and connects to the surrounding shops, creating larger outside space for cafés and restaurants.
- Provide new/safer on-street cycle routes and more off-road routes to the countryside.
- Extend the 20 mph zone to more of the town centre and to residential streets leading to schools.
- More cycle parking in the town centre's main streets.
- Car parking costs need to be more sensitive to residents' and visitor needs. More short stay parking and clearer signage. Provide free parking in central car park on Sunday. Car parking needs to be managed to ensure town centre vitality and viability. No multi-storey car park except near the station, but if necessary maybe near Tesco store. More people in Petersfield will be older, so more blue badge areas needed in town centre.
- More car and cycle parking at the town station. Provide bus and cycle transport like other National Parks.
- Resolve problems areas for traffic and crossing – these 'hotspots' are shown in section 11.3 of this plan.

## 5.3 Getting Around Objectives and Strategies

### 5.3.1 Getting Around Objective 1 (GAO1)

#### **Make Petersfield a more pedestrian and cycle friendly place to live**

This objective addresses a number of issues raised by the community during the consultation progress. Specifically, it aims to achieve safer pedestrian and cycle movement throughout the town through more crossing points, slower traffic speeds and improved street design.

In accordance with the plan's vision, we want to maintain the compactness of the town by ensuring good pedestrian and cycle connectivity from both new developments and existing residential areas to the town centre and key destinations, such as schools and leisure facilities around the town. Safer residential streets will make it easier for people to move around, support the vitality of the town centre, enhance community life and reduce reliance on the car by encouraging walking and cycling.

Policy GAP1 therefore mandates that new development should provide cycle and pedestrian access to the town centre, schools and nearby residential areas wherever possible and that they connect with existing routes. This policy also mandates that the Manual for Streets (MFS) design principles with shared space street design should be used.

Policy GAP2 sets out the need to establish a rolling programme of cycle routes and pedestrian improvements. These proposed improvements are also detailed in section 11.3 of this plan. This includes employment areas of the town.

Policy GAP3 addresses street movement. It requires any new development to address the effects of traffic increases and speeds resulting from the development, particularly where existing problems will be compounded. It also sets out a list of existing problem areas or points (hotspots) identified by the community that should be subject to improvement measures. These problem areas are also detailed in section 11.3 of this plan.

### 5.3.2 Getting Around Objective 2 (GAO2)

#### **Improve the town centre spine from the station through to the war memorial, making it pedestrian friendly, more accessible to cyclists and enhancing its overall vitality.**

Comments from consultations and meetings with various local groups indicated the need to create a more pedestrian-friendly and more 'active' Town Centre. The Town Square should be flexible to enable its use for community activities and the east-west spine of the town should become much more pedestrian friendly and conducive for cyclists. The ambient speed of traffic also needs to be reduced and the control/management of on-street car parking improved. Furthermore, Lavant Street could be significantly enhanced, thus greatly improving the first impression of the town as people arrive at the station. The Square area, including the High Street could also benefit from better design.

Policy GAP4 therefore sets out an innovative proposal to create a 'shared space' style of street environment starting at the station and reaching all the way to the War Memorial. This proposal is explained further in section 11.5.1 where the shared space design concept is covered in more detail and the key points illustrated in a number of artist's impressions.

At the same time, we will work towards achieving an improved town transport focus for the station area – a transport hub at the station (including a much improved forecourt) will be sought to bring together a focal point for various transport modes and provide an integral information source for visitors and residents.

Liaison with HCC, the SDNPA and EHDC will be undertaken to bring forward any design detailed proposals.

### 5.3.3 Getting Around Objective 3 (GAO3)

#### **Improve both the management and provision of parking throughout the town**

There was strong feedback from the community that parking is a problem in the town. However, this is not a simple problem and there were a range of issues. Some people felt that parking provision in the town centre was insufficient, whilst others suffered from commuters and town centre workers parking in residential areas near the town centre.

It is far from clear that the town is currently lacking in parking capacity as many of the town's less used car parks are not full even at peak times. So we need encourage people to make better use of the car parks we already have. However, with 700 new homes and increasing visitor numbers, it is reasonable for us to assume that we will need to increase the town's parking capacity at some point over the next 15 years.

To achieve this, there was general support for retaining the central car park as a level surface with any possible multilevel parking being at the station. However, several alternatives for multi-level parking were also proposed with the north side of the Tesco supermarket site being the next most favoured option.

We also need to look at parking costs to ensure that they are meeting the needs of the community, town centre workers and visitors.

This plan therefore sets out a strategy to aid parking throughout the town:

1. **Ensure that all new developments have adequate off-road parking.** This is mandated in housing policy HP9.
2. **Provide a larger town centre on-street car parking control zone, more blue badge spaces and assess the underuse of parking areas.** The on-street car parking zone is currently poorly signed and subject to misunderstanding. Clear signage, designation and delineation of car parking bay areas is required to assist users. This will be achieved by policy GAP7.
3. **Increase the parking capacity within the town.** This will be achieved by permitting multi-level parking at the station and also, where it is proven necessary, on the northern Tesco car park. More cycle parking provision is also needed to encourage this mode of transport and to meet existing demands. This is embodied in Policy GAP5.
4. **Encourage people that drive to the town to park at the station, Tesco or Festival Hall car parks.** These three car parks are best described as ‘interceptor’ car parks as they have the potential to capture vehicles before they enter the town centre (see Figure 4 in section 11.4). To work effectively, new accesses will need to be created– off the Causeway or Hylton Road for the Tesco car park and off Tor Way for the Festival Hall car park. This will be achieved by policy GAP6 and by the sign and design improvements detailed in policy GAP7.
5. **Encourage the creation of residents’ parking zones in all areas adjacent to the town centre and Station.** This will prevent commuters and town centre employees from occupying residents’ parking areas. This will be encouraged by policy GAP8.
6. **Work with EHDC and Network Rail and others to provide preferential parking rates -** for town centre workers at the station and/or the Tesco car parks. This will be achieved by policy GAP8.

#### 5.3.4 Getting Around Objective 4 (GAO4)

**Encourage sustainable travel including local public transport and street environments that significantly reduce the impact of traffic on the town’s community life.**

Several comments were received on the need for better public transport and the need to consider modes of transport other than the car.

This objective, alongside the other objectives and policies above, seeks to reduce reliance on the car by making walking and cycling attractive. The provision of local public transport can also help reduce the impact of the car on communities, aid reduction in street pollution, improve air quality and result in safer streets by reducing traffic speed in residential areas.

New developments should ideally be reasonably close to the town centre, about 15 minutes walking away or a short cycle ride option. This will help reinforce the compactness of the town in line with the plan’s vision and, in turn, it will help make streets en-route to the town more active, encourage walkers and cyclists to use them and help reduce car travel.

This objective is embodied in policy GAP9.

# 6 Community

## 6.1 Background

The population of Petersfield has a diverse age range with a higher than average older population which could be attributed to the higher than average life expectancy in Petersfield (78.1 years for males compared to 76.2 for England). It could also result from older generations retiring to Petersfield to take advantage of local services and facilities. Petersfield has a very active community and voluntary sector. There is an extensive range of clubs, societies and organisations operating in the town. These clubs and societies provide opportunities for residents and visitors to engage in a broad range of activities. Petersfield is well provided for in most aspects of social and



Petersfield Spring Festival, 2014  
Photograph courtesy Henry Ascoli, *Life in Petersfield*

cultural infrastructure and enjoys a rich mix of popular cultural events such as the regular seasonal festivals, a music festival, beer festival as well as a constant stream of theatrical productions. The Petersfield Community Centre, Festival Hall and other smaller community halls and buildings offer spaces for the range of community groups operating in Petersfield. Petersfield also benefits from a public library, mobile libraries, post office, local museum and the Flora Twort gallery. Older generations are generally well catered for in terms of clubs and societies; however, there is a shortage of provision of facilities for young people. The town has a number of active religious groups which are jointly represented by the Petersfield Area Churches Together (PACT) organisation.

Petersfield is relatively well catered for in sports pitches and facilities. The 2008 playing pitch strategy identified that there is a slight under supply of hockey pitches with an adequate supply of pitches for football, cricket and rugby union. The study also predicts an under supply of junior and senior football provision by 2017 which is already very evident when large football tournaments take place at the Penns Place sports pitch facility. The Taro Leisure Centre and Herne Farm Leisure Centre provide access to a range of sports facilities including swimming, sports hall, squash, gym and fitness suite. Petersfield also has an active Cricket Club, Rugby Club, two football clubs and two golf courses amongst other active sports clubs.

Residents of Petersfield have a strong interest in influencing the future growth of the town. This is highlighted by the fact that the community has been actively engaged in the development of the Town Design Statement and the Market Town Health Check (Petersfield Tomorrow). There are also a number of resident associations and societies, such as the Petersfield Society and the Round Table, which are actively involved in public life.

## 6.2 Community Feedback

Community feedback in relation to community facilities and services focused on maintaining the existing provision of infrastructure as well as expanding and improving these facilities where viable. The other key area of feedback has been in relation to sports and recreation space. The vast majority of feedback from the community has highlighted the importance placed on informal recreation grounds, sports pitches and particularly the provision of a sports hub at Penns Place, located adjacent to the existing Taro Leisure Centre. Specific comments received at the October 2013 Options event and May 2014 Big Plan events include:

- There is a need for a central community hub that could provide a venue capable of accommodating a variety of large events (approximately 500 people)
- The Petersfield Community Centre is very dated, needs improving, more rooms are required
- Relocate the Love Lane Community Centre to Love Lane recreation ground and provide a larger more modern building.
- The Taro Leisure Centre needs updating
- Keep playing fields at Penns Place and enlarge to provide for the future
- More should be done to help the 13-16 year olds socially (provision of activities and facilities)
- The preservation of existing sports facilities in the town
- Protecting existing recreation areas, play areas and informal open and green spaces
- Ensure there is appropriate accommodation available for the provision of youth services and activities such as The King's Arms
- The Festival Hall should be used entirely for community related uses
- Tourist Information Centre to be enhanced and more interactive

## 6.3 Community Objectives and Strategy

### 6.3.1 Community Objective 1 (CO1)

#### **Ensure an adequate provision and mix of community facilities to support the diverse range of users in Petersfield**

The Government is aiming to create strong, vibrant and healthy communities. These communities should be able to access local services which reflect community needs and to achieve this Local Plans and Neighbourhood Plans should ensure the right mix of community facilities. Paragraph 28 of the National Planning Policy Framework highlights the importance for neighbourhood plans to promote the retention and development of local services and community facilities. The East Hampshire Joint Core Strategy identifies the Market Town of Petersfield as a centre for the provision of these vital services not only for Petersfield but for communities around Petersfield.

Petersfield's population is similar to most rural communities in South East England, the most common attribute is the higher proportion of retired people when compared to the proportions in the rest of England. In Petersfield, 21.5% of people are aged over 65 compared to an average of 16.5% for towns and villages across England. This could be attributed to the higher than average life expectancy or the fact that Petersfield is an attractive place for retired people due to the diverse range of facilities and services it can offer. There is therefore a need to satisfy the demands of the higher age range which extends well into the late 70s and early 80s. This is in addition to the need to mitigate against the current decline in provision of youth services. The need to upgrade community facilities has already been identified (2006 Town and Parish Survey, East Hampshire District Council, Leisure and Built Facilities Strategy 2012 – 2026) and additional community buildings are required.

With an increasing population as a result of 700 new homes, the community was keen to ensure that education facilities should keep pace with demand. Having looked at the current provision, the secondary (The Petersfield School) and junior (Herne Junior) schools have sufficient capacity (or room to expand) to meet demand over the lifetime of the plan. However, the infant school is approaching capacity and has no opportunity to expand further. The plan therefore proposes that, should the infant school be unable to meet demand, it should be co-located (as a separate school) on the Herne Junior site. This strategy is supported by Hampshire County Council Education Authority.

A common theme amongst community feedback in the October 2013 options event was for a request for a central community hub that could provide a venue capable of accommodating a variety

of large events (approximately 500 people). Meeting this need will become crucial as the population of the town increases.

There are three policies, CP1, CP2 and CP3, which guide development to achieve this objective. These policies identify existing facilities that require investment, allocate land for a new community centre and CP3 is a general policy to ensure no essential community facilities are lost as a result of other forms of development.

### 6.3.2 Community Objective 2 (CO2)

**Ensure adequate provision of sport and recreation facilities. To include an adequate provision of built sport facilities and adequate supply of sports pitches and informal recreation areas to meet the needs of local people.**

Promoting healthy lifestyles and reducing the impact of obesity is a prime objective for National Government and this is reflected in Government's National Planning Policy Framework (NPPF). Paragraph 28 of this document clearly states that Neighbourhood Plans should 'promote the retention and development of local services and community facilities in villages, such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship'. The NPPF also makes reference to the adequate provision of sport and recreation facilities in paras 70 and paragraph 74.

The 2011 census states that the population of Petersfield is generally healthy and active when compared to statistics for East Hampshire and England. To maintain this relatively good health and the high levels of activity there is a need to maintain and enhance the provision of sports and recreation facilities. Currently, there is a shortage of good quality external and internal sports and recreation facilities (East Hampshire District Council, Leisure and Built Facilities Strategy 2012 – 2026).

For the younger generation, schools and sports clubs are very well attended. Access to a youth centre is limited and there is a demand for other activities to be available in Petersfield to avoid the need to travel to either Guildford or Portsmouth. To meet the needs of the younger generation and to ensure the ageing population is encouraged to keep well and active, sport and recreation facility provision needs to be increased and existing facilities upgraded. To ensure a strong sense of community, this needs to be addressed before the population increases.

There is a single policy to achieve this objective. Policy CP4 clearly states that no loss in sports pitch or facility will be allowed unless there is clear evidence to support that this is appropriate for the town and its population.

### 6.3.3 Community Objective 3 (CO3)

**Meaningful involvement and engagement of the wider community in matters relating to the town's development**

It is important for the local community to have a say in the development of their market town. Through meaningful involvement and engagement the process can ensure the community has a good understanding of neighbourhood planning and the issues connected with it. Through participation in the decision-making process the plans will be shaped by the community. This approach can also be used to manage expectation to ensure the community has a clear understanding of what neighbourhood planning is and what it can and cannot do.

The national 'Place Survey', collected by all local authorities in 2008 identified that residents in East Hampshire are generally more active in terms of civic participation when compared to statistics for Hampshire and England. The resident population of Petersfield has a strong history of participation in matters concerning the future development of the town. This is apparent in reviewing the

Petersfield Town Design Statement, a document produced to conserve and enhance the built environment of the town.

The importance of 'local voices' being heard in decision-making has been made very clear in community feedback throughout the development of the Neighbourhood Plan. Residents of Petersfield stated that any development occurring in Petersfield, should, as a minimum, include meaningful involvement and engagement with residents in close proximity to development proposals but efforts should also be made to engage with the entire community to understand their views and aspirations of proposals.

Paragraph 188 of the National Planning Policy Framework supports this approach clearly stating that 'early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties'. Policy CP5 provides further detail to Paragraph 188 of the NPPF to set out in more detail what is expected of developers proposing schemes in Petersfield in relation to community engagement. This policy will ensure that developers carry out meaningful engagement and will be asked to provide details of how this feedback is being incorporated into any development proposals.



# 7 The Natural Environment

## 7.1 Background

The Joint Core Strategy recognises the need to protect and enhance the District's high quality natural environment and its green infrastructure. Petersfield has significant areas of open space, in particular The Heath provides character and ambience, with nature conservation, archaeological and recreational features. Green corridors, footpaths and spaces link the town to the countryside from all directions: Tilmore Farm to the north-west; Lords Farm to the north; Sheet Common to the north-east; the River Rother and its nature reserve to the east; the Heath in the south-east; the Causeway to the south and Bell Hill to the north-west. These green fingers are an important feature and help retain the rural character of the town. Throughout the town there is substantial tree cover, with many prominent trees in key locations such as gardens and parks. Landscaping schemes for car parks, the town centre and residential areas such as Herne Farm and Ramshill have provided additional tree cover as the town has developed.



The River Rother and its tributaries provide a network of brooks and streams that flow through the centre of the town, including its two main car parks. In parts of the town, they have been culverted, but the Tilmore Brook which flows through the Herne Farm Estate, has been well landscaped and a footpath leads to Penns Place and the adjacent playing fields.

Petersfield is located within a complex, varied and bio-diverse landscape owing its position to a river valley situated between the chalk ridge of the South Downs and the greensand geology to the north. These are all important qualities that need to be taken into account when developments are being considered.

## 7.2 Community Feedback

The main comments raised by local people include:

- Recognising that green infrastructure linking town to countryside is essential
- Ensuring that long distance footpaths, cycle routes, woodlands and rivers are accessible to the town's residents
- Providing additional open spaces within new developments
- Making the most of existing green spaces such as the Heath
- Preserving and enhancing open spaces within developments to ensure public access
- Retaining Penns Place and the adjacent playing fields as a recreational and leisure resource for the town and as a safe and secure area for young people
- Improving existing open spaces with more variety, such as wild flower planting

## 7.3 Objectives and Strategies for the Natural Environment

### 7.3.1 Natural Environment Objective 1 (NEO1)

**A green infrastructure network will be provided, developed and enhanced, linking the town to the surrounding countryside.**

Section 11.1 of this plan identifies sites for residential development and also allocates areas that must be provided as public open space. This overall spatial vision for Petersfield provides for a connected network of new and existing green space, linking with the surrounding countryside. New housing development gives the opportunity to create new public open space for the benefit of both new and existing residents. In doing so it is important that features rich in biodiversity, such as hedgerows, are retained and can be satisfactorily managed as part of the development. Policy NEP1 therefore requires that the green infrastructure defined in section 11.1 is maintained and enhanced by the provision of new green space within any new development.

Policy NEP2 goes on to list the specific areas of green space that are designated in this plan and must therefore be preserved and enhanced.

### 7.3.2 Natural Environment Objective 2 (NEO2)

**Protect the Heath for its landscape, ecological, recreational and historic value**

The Heath is recognised as a unique asset for the town - it has been a traditional recreational area for such activities as the Taro Fair, originally for livestock but now a funfair. Sporting activities such as golf, cricket, hockey and football have been played since Victorian times. It is used for dog-walking, picnicking and by children for play, is crossed by two rights of way, contains a children's play area and a newly refurbished refreshment kiosk. With its shallow pond of nearly 9 hectares it is popular for boating and fishing. It is classed as a Site of Importance for Nature Conservation (SINC) as it has important priority habitats including Lowland Acid Grassland, Lowland Heathland and several important plant species such as Chamomile, Mossy Stonecrop and Bulbous Meadow-Grass present. It is also an important archaeological site with about 21 prehistoric burial mounds, the largest concentration of Bronze Age round barrows in the area and a Scheduled Ancient Monument. Policy NEP3 therefore prohibits any development which would damage or detract from the Heath and its immediate vicinity.

### 7.3.3 Natural Environment Objective 3 (NEO3)

**Protect and enhance the landscape**

The importance of the setting of Petersfield is recognised in the series of landscape studies and assessments undertaken by the South Downs National Park and the East Hampshire District Council for the Joint Core Strategy and the previous local plan. The most recent is the South Downs Integrated Landscape Character Assessment (SDILCA) 2011, which provides detailed information about the landscape of the National Park. It shows how Petersfield is located within a sensitive landscape owing to its position within a river valley, situated between the chalk ridge of the South Downs and the greensand geology to the north. These are important qualities that need to be taken into account when developments are being considered to ensure that the sensitivity of the landscape is not compromised and that any changes do not have significant impact on the character and environment of the town. Policy NEP4 therefore requires that the landscape impact of all new development is carefully assessed and mandates that development must contribute positively to the town's setting within the National Park.

### 7.3.4 Natural Environment Objective 4 (NEO4)

#### **Develop access and enhance links to the surrounding countryside for walking and cycling**

The people of Petersfield emphasised the importance of the walking and cycling links to the countryside being maintained and enhanced. Both activities are popular with local residents and contribute to health and fitness.

Walking provides both exercise and the possibility of exploring the immediate environment of the town and countryside. Petersfield's two key long-distant footpaths are the Hangers Way (Alton in the north and Queen Elizabeth Country Park in the south) where it joins the South Downs Way and the Serpents Trail which links the Heath to Haslemere, Liphook, Petworth and Midhurst.

The Shipwrights Way is a new long distance route for walkers, cyclists and where possible, horse riders and people with disabilities. This links Alice Holt Forest in the north via Petersfield to the Queen Elizabeth Country Park, Hayling Island via ferry to Eastney and finishing at the Portsmouth Historic Dockyard in the south.

There is no suitable east/west cycle link and the feasibility of the former Petersfield to Midhurst Railway line being used for cycling purposes is currently being investigated by SDNPA and local cycle groups. If it proved a worthwhile project then the route would need to be developed and protected. A possible link to Stroud is also being investigated.

Within the town, footpaths and shopping lanes provide pedestrian access to all parts and are an important attractive resource for residents and visitors. There are two published town trails – A Petersfield Perambulation, produced by the Petersfield Area Historical Society in 1996 and the Petersfield Blue Plaque Trail, produced by Petersfield Heritage in 2008, both of which provide information about historic buildings in the town.

Policy NEP5 therefore requires existing footpath and cycling links to be protected and enhanced as part of Petersfield's Green Infrastructure network. The policy also encourages the provision of new links in association with voluntary bodies and statutory agencies.

### 7.3.5 Natural Environment Objective 5 (NEO5)

#### **Encourage and enhance greater biodiversity**

The Petersfield Local Biodiversity Action Plan (LBAP) highlights the contribution that local community based action can make towards protecting and conserving the natural environment. It identifies the Sites of Importance for Nature Conservation including road verges and Protected Priority habitat types relevant to Petersfield such as Floodplains, Dry Acid Grassland, Lowland Heathland, types of Woodland, Pastures and Wildlife Corridors. A range of species are to be found in the town - bats, hedgehogs, voles, dormice, stag beetles, reptiles, fish, crayfish, bees, butterflies, moths and birds together with plants and trees. The LBAP notes the likely threats and sets out a range of action plans for designated sites, priority and broad habitats. It recommends building new, native habitats and the improvement of existing habitats including gardens, education and raising of awareness together with community involvement. Policy NEP6 therefore seeks to assist the implementation of the LBAP and ensure that developments complement or enhance biodiversity in the town. This policy also encourages members of the community to become involved in the care and maintenance of green spaces within the town.

### 7.3.6 Natural Environment Objective 6 (NEO6)

#### **Reduce flooding risk and enhance waterways**

Waterways are at the heart of the town and should be recognised for their contribution to the biodiversity and character of the townscape and their relationship with burgage plots in the town centre. The River Rother and its tributaries provide water for industries and give the town an unusual network of brooks and streams which flow through the centre of the town and the two central car parks where they are culverted. In parts of the town centre, the streams are hidden and unkempt. However, the Tilmore Brook, which flows through the Herne Farm estate, has been well landscaped and a footpath leads to the River Rother. The Criddell Stream passes through meadows between Borough Road, Grange Road, The Petersfield School and the Tesco store.

However, flooding is a potential problem and in 2007, EHDC commissioned Halcrow to produce a Strategic Flood Risk Assessment (SFRA) which provides an overview of the methodology, assumptions, uncertainties, tasks undertaken and links to the wider sustainability appraisal process. It provides policy recommendations and guidance for the application of the 'Sequential Test', the preparation of Flood Risk Assessments and the use of sustainable drainage systems within the District.

The main message of the Flood Risk Assessment is that the floodplain is one of the most important measures against flood risk and should be protected or, where possible, increased. Policy NEP7 therefore requires that new development assesses and, where feasible, mitigates any increase in flood risk.

# 8 Business

## 8.1 A business profile of the town

Petersfield's population is around 15,000 and has increased by 12.6% over the last 10 years. Forty two percent of the population of East Hampshire out-commutes for work (5% to London, down from 11% in 2001). There are around 8,400 jobs in Petersfield of which 14.3% are in retail, 10.3% in manufacturing, 10.2 % in Healthcare and 10.1% in Business Services. Feedback from our community consultations suggests many residents would prefer to work locally and that opportunities for professional, technical and experienced manual workers are limited. The town needs a broader range of employment opportunities.



Between 2001 and 2011 there has been a decline in the working age population (63.7% to 62% with a particularly large decline amongst young adults, 25-39 (from 19.6% to 15.2%). Feedback suggests that residents would like to see more opportunities for young people in the town.

Registered unemployment, based on claimants of Job Seeker's Allowance (JSA), is relatively low in East Hants (1.5% in February 2013) compared with the national rate of 3.9%. Just over 35% of East Hampshire residents are graduates, compared with 38% nationally. This is reflected in the many high tech, IT and engineering companies clustered in Petersfield (Whitman Laboratories, Neural technologies, Aibel, Insynch and others).

East Hants has a high proportion of micro businesses with 73% of employers having a turnover of under £250,000, however feedback suggests that the business space currently available in Petersfield is not suitable for these types of businesses.

Average house prices in Petersfield are high at £372,844 and are possibly a barrier to recruitment and retention of workplace staff in local businesses resulting in many people who work in Petersfield needing to commute in by car or rail.

Start up assistance is offered currently via East Hants District Council in the form of £500 in the first year of start-up. In addition there is an Enterprise Apprenticeship Grant of up to £2,000 for taking on an apprentice for 2 years. Demand outstrips supply for both schemes.

Petersfield is viewed by businesses as a reasonable industrial location benefiting from proximity to the A3, good rail links to London and good labour supply. Demand tends to be from small to medium sized units from local firms that are looking to expand or upgrade and stay within the area and small/micro businesses looking for small flexible units. Three and a half percent of commercial property is currently vacant in Petersfield; this is below the ideal figure of 10% regarded as the optimum for market efficiency. A shortage of both light industrial and small office units has been identified. It is estimated that there are outstanding requirements for around 55,600 square metres (5.6ha) of commercial floorspace in Petersfield including 2 major employers (offering 200 jobs in total). In addition, Buckmore Farm has outline planning permission for 6-10 units (maximum of 5500sqft of floorspace) as well as a listed farm building on a total of 2.1 ha of land. This land has not been developed as yet.

Much of the industrial space is located on Bedford Road and Frenchman's Road. The appearance of Bedford Road could be improved; in particular the Lorry park and the densely packed older style buildings along the southern section as well as signage, landscaping and pavements. Agents say this area needs upgrading/refurbishing and currently is a barrier to attracting businesses. Frenchmans Road, the laundry site and Amey Industrial estate have been assessed as average/poor quality in their ability to meet future employment development needs due to constrained access via residential streets.

If required, funding for such a proposal could be financed by public/private partnership with potential sources of central government funding being:

- The Local Growth Fund – a 2014 government initiative for capital investment, and/or
- The European Regional Growth Fund that is focused on job creation which may be a future source of funding.

The release of land for employment use in Petersfield is restricted due to its location within the South Downs National Park. Areas south and west of the centre as well as hills to the north leading to the Hangars have high landscape impacts. Land used for employment purposes generally has a higher negative landscape impact than housing and mitigating effects (such as green roofs) are expensive for small companies to absorb.

## **8.2 Community Feedback**

Overall, people were very supportive of businesses in Petersfield. The community felt that a rich mix of small businesses, particularly from the creative industries, should be a key feature of the town.

Discussions with local small businesses and commercial agents suggest that there is a requirement for a small office/enterprise centre (Incubator/SME cluster site) development closer to the town centre. It is felt that an Enterprise Unit containing small units (1,500-2,000 square feet each) in which micro-businesses can rent flexible space with shared facilities such a meeting rooms, café/catering facilities and reception and management services is required. Agents cite Rotherbrook Court on Bedford Road as an example of a high quality small office development and suggested that more of this type should be available but with the caveat that it should be located closer to the town's amenities such as printers, professional services, station, post office, banks and cafés.

Frenchman's Road had been identified by the community as an area in particular need of re-development. A mixed residential and industrial area, it is a loose collection of ageing industrial buildings, some of which are unoccupied. It creates a poor impression as you enter the town and occupies a prime location next to the station that could be better utilized. People felt that the re-development of this area should be a priority.

## 8.3 Business Objectives and Strategies

### 8.3.1 Business Objective 1 (BO1)

#### **Attract and retain businesses that can provide employment opportunities for local people.**

The JCS requires the provision of about 3ha of new employment land in Petersfield. Policy BP1 and the accompanying table, Table 17, sets out an allocation of 2.51ha.

The PNP planning group would have liked to allocate more employment land and noted that the May 2014 Petersfield Employment Land Requirement – Final Report by Nathaniel Lichfield and Partners, recommended a total new allocation of 6ha of employment land. However, the thorough and exhaustive site selection process detailed in the 'Forming the Plan' supporting document shows that there are no 'spare' sites suitable for further allocation. Our conclusion is therefore that there is no potential for any further employment land allocations within the plan area.

The JCS is specific about the housing allocation for Petersfield and considers allocations for adjoining parishes separately. However, the employment land allocation is discussed more generally, with no specific requirements placed on adjoining parishes. By its very nature, employment land, particularly light industrial, is often located around the edge of settlements. In the case of the Petersfield Neighbourhood Plan, the plan area is heavily constrained by neighbouring parishes and thus many potential employment sites that could support Petersfield are outside the plan area and were therefore not considered as part of the planning process.

Whilst this plan is unable to allocate sites in these areas, we believe that there remains unfulfilled demand for employment land over the lifetime of the plan and that there is therefore an opportunity for the future Local Plan to allocate further employment land in the adjoining parishes that would support the Petersfield area as a whole.

Whilst encouraging new employment is important, we must also preserve our existing employment areas and policy BP2 therefore states that existing employment sites cannot be used for anything else unless an equivalent site is provided elsewhere.

Should new sites become available for employment in addition to the 3ha we have allocated, we would wish to encourage their development as employment is vital to the town's future prosperity. Policy BP3 therefore encourages new employment sites to come forward, but ensures that any new employment development is aligned with the principles and vision of this plan.

Finally, ensuring the people who work in the town have the right skills and training is a key part of our employment strategy. Policy BP4 therefore encourages new development proposals to include provision for workforce skills training.

### 8.3.2 Business Objective 2 (BO2).

#### **Make better use of available land by supporting the intensification of Town Centre industrial sites for transition, where appropriate, to small business and business enterprise facilities.**

The community felt that the Frenchman's Road area could offer more to the town and should therefore be a priority for regeneration. There is now a greater demand for better quality small office and serviced office space and the plan therefore proposes that the employment use of this area could be significantly intensified where appropriate. Policy BP5 therefore encourages the redevelopment of the Frenchman's Road area whilst BP6 seeks to establish a business enterprise centre in the town with the Frenchman's Road site as a primary candidate.

### 8.3.3 Business Objective 3 (BO3)

#### **Support and encourage small businesses, startups and creative businesses requiring small workshop spaces**

The rich mix of small and creative businesses within the town was seen by the community as a key asset. However, there are many more small and embryonic businesses who would wish to be located within the town centre vicinity with access to key services and transport. Policy BP7 therefore encourages proposals which will see a mixture of residential and employment units whilst policy BP8 specifically encourages the creative industries by supporting the provision of small workshop facilities.

### 8.3.4 Business Objective 4 (BO4)

#### **Improve the quality of the existing business infrastructure provision in Bedford Road and the area of Frenchman's Road adjoining the railway line.**

The Bedford Road employment area is a vital part of the town's business infrastructure and is situated in an ideal location, close to the A3 and the town centre. However, it is, in places, an unattractive part of the town and also lacks facilities to support the people that work there. It is therefore not attracting businesses to the town in its current form. Policy BP9 therefore seeks to encourage a series of improvements to this part of the town which would attract more businesses to the town.



# 9 Retail

## 9.1 A retail profile of the town

The retail heart of the town is the High Street and The Square extending to Dragon Street, Chapel Street and Lavant Street. The profile of the shops has changed over the years reflecting the general upheavals in high streets across the country, increased use of the internet for day-to-day items and shopping as a leisure activity. Petersfield has weathered this quite well by offering increased numbers of unique shops that appeal to leisure shoppers at weekends and leisure based services such as beauty, hairdressing and cafés, whilst at the same time retaining the larger chains. This process is likely to continue with standard shops being replaced with quality, niche retail outlets.



Many people visit Petersfield for leisure activities (estimated 3.5m day trips to the area annually). The demand for retail space is currently extremely buoyant with agents reporting a shortage of small units for rent (400-500sq feet).

Petersfield is well supplied with supermarkets. The town has a large Tesco, Waitrose, Marks & Spencer and Morrisons close to the town centre. Within a half mile from the town centre there are Lidl, Tesco Express and The Cooperative. Retail spend suggests that there is sufficient capacity for the future and community feedback has stated that Petersfield should have no more large supermarkets. According to East Hants Local Plan requirement for convenience and comparison floorspace in Petersfield is now covered up to 2026.

The majority of visitors to the town centre shops come 2-5 times per week. The main competition is from Chichester, Portsmouth/Southsea and Southampton.

Petersfield is well equipped with pubs, restaurants and cafes. There are seven pubs, which also serve food, within the town plus many more in the surrounding villages. There are a good mix of quality restaurants as well as numerous cafes and coffee shops. The night-time economy is important with an increased number of restaurants and the popularity of town centre pubs. There is no evidence to suggest that there is an unfulfilled need at present.

## 9.2 Community Feedback

Feedback from our consultations suggested that although the majority thinks the retail offering in Petersfield is good, more independent speciality shops would improve the retail mix. The community would like to see shops selling DIY/Ironmongers, outdoor equipment/clothing, leather goods, men's clothes and a fishmonger.

Petersfield is marketed as a Historic Market Town and there is a weekly Wednesday and Saturday market in the Town Square. Whilst the markets are popular with the community, there was a feeling that they could be better with a wider choice of produce and more local producers. There is scope to improve the type of stalls via a more flexible approach to pitches. New entrants could be encouraged to take

shorter-term pitches; local farms, food providers (innovative food carts), handicrafts, vintage clothing as well as music to capitalize on leisure visitors and to drive up quality by introducing competition. The monthly Farmers market, Italian market and French markets as well as the annual Food Festival are all much better attended which demonstrates a demand.

Residents also stated they would like to have a small permanent cinema. Unfortunately, the old 1930's building that housed Petersfield's cinema in Swan street became a nightclub before being demolished to make way for housing/retail (Morrisons). The development of a small cinema in a converted building in the centre should be encouraged.

## **9.3 Retail Objectives and Strategies**

### **9.3.1 Retail Objective 1 (RO1)**

#### **Create a vibrant Town Centre that is a hub for the local area**

The vitality of the town centre is vital to the town as a whole. There is currently a good mix of retail provision in the town with scope for more. Policy RP1 therefore encourages the provision of new retail space within the town centre whilst policy RP2 seeks to maintain an appropriate balance of retail uses.

Policy RP3 seeks to further diversify the retail provision by encouraging temporary shops in vacant premises.

### **9.3.2 Retail Objective 2 (RO2)**

#### **Improve the quality and breadth of Petersfield's regular markets**

The town's markets are an essential part of the character of the town. Policy RP4 therefore encourages greater use of the square and seeks to enable a more diverse offering of goods and produce.

# 10 Tourism

## 10.1 Background

Petersfield today is an attractive market town that, as part of East Hampshire, welcomes a significant number of visitors each year. In 2010 the number of visitors was estimated at 199,000 staying visits and over 3.5 million day trips to the district per year (EHDC Tourism Development Plan). The creation of the South Downs National Park in 2011, of which the town is now an integral part, will mean that these figures will increase, perhaps significantly, over the coming years. Visitors spend money which will lead to increased prosperity for the area and bring additional employment. It is imperative for the town that this increase in visitor numbers, both staying visitors and day trippers, is developed to the full and the town's availability as an accommodation and holiday centre is maximised. However, any new and expanded tourism and leisure facilities must be consistent with the National Park's first purpose of conserving and enhancing and must not harm landscape, wildlife, historic interests or spoil other people's enjoyment of the area. They must conform with the JCS/EHDC Tourism Strategy in developing the area's current tourism assets in a sustainable way.



Sustainable tourism is a pre-requisite for promoting the wider enjoyment of the National Park's special qualities for the public (the Second Park Purpose) and contributes to the local economy, improves services for local people and has the potential to increase employment. The SDNPA is seeking to attract sustainable low impact tourism by sustainable modes of transport, i.e. reducing reliance on the car and B&Bs collecting visitors from railway stations. The impacts of tourism need to be properly managed and should not damage the special qualities of the National Park. Both accommodation providers and visitor attractions can make their businesses more sustainable through reducing energy and water use, using locally produced food and promoting sustainable travel and local walking and cycling routes.

## 10.2 Community Feedback

The community felt very strongly that Petersfield does not sell itself particularly well as a key town within the South Downs. It was also felt that tourist facilities were limited and could be significantly expanded.

People felt that the strengths of the town and its immediate surroundings are many and are principally of an outdoor variety. The Heath and lake attract visitors at all times of the year and recent improvements to catering facilities have been highly successful. Walking along the South Downs Way, the Shipwrights Way and the Serpent Trail are strong attractions and, together with local walking, offer visitors plenty of opportunity to enjoy the town and countryside. Many miles along these ways are also accessible and available for cyclists and horses.

It was also considered important that visitors should be encouraged to spend their money in a sustainable way with local businesses which have a good fit with the themes of community, landscape and the environment. There is also perhaps an opportunity for businesses to link up to promote low impact tourism together.

There was a very clear view that Petersfield lacked visitor accommodation in general and, in particular, an up-market hotel within walking distance of the town centre.

## 10.3 Tourism Objectives and Strategy

### 10.3.1 Tourism Objective 1 (TO1)

#### **Improve and Increase hotel accommodation**

The key to improving Petersfield's offering to tourists is to increase holiday accommodation. If this is not achieved then Petersfield, by definition, remains a day-tripper's destination. Policy TP1 therefore encourages the provision of new hotel accommodation in the town.

### 10.3.2 Tourism Objective 2 (TO2)

#### **Provide a new and expanded tourist hub**

The Tourist Information Centre (TIC) is currently located in the library. This restricts the opening hours – if the library is closed then the TIC is also closed. To promote the town successfully the TIC needs to be in its own building with its own dedicated access and open for longer hours, perhaps every day in the summer months. The Petersfield Town Museum is currently seeking to move to larger premises by acquiring the redundant police station adjoining their current premises. This is welcomed and encouraged and these much larger premises have the potential to become a new tourism hub which could also contain the Tourist Information Centre. This will require the agreement of all parties concerned and the discussions will need to take place between East Hampshire District Council, Tourism South East (who manage the centre on behalf of EHDC), Hampshire County Council and the Petersfield Museum Trustees to ascertain whether this is viable and achievable. Policies TP2 and TP3 therefore propose the creation of an enhanced Tourist Hub by co-locating the Tourist Information Centre within the enlarged town museum.

Petersfield is very much part of the National Park and must promote itself as such to the general public to obtain the fullest benefit from this. The key to achieving this increase in visitor numbers and managing the logistical requirements that it will inevitably bring is paramount to continued growth. The town should be promoted from two perspectives, firstly as an entity on its own and secondly as a major town within the National Park. Petersfield should be promoted as the Gateway to the National Park. This will require a co-ordinated approach to advertising and promotion by the Town and District Councils and most importantly by the National Park. This approach has already begun with initiatives such as Visit Hampshire which markets tourism for the county and receives funding from the County Council. Additionally, as part of the National Park, the town benefits from promotion to international markets such as the USA, Germany and France. It is important that this promotion is co-ordinated by a single authority. A joint website covering all three organisations, whilst advantageous in many ways, may be difficult to achieve but it is imperative that websites are linked and there is a joined up approach to advertising the town and national park and providing the information required by visitors. Policy TP4 takes these principles and proposes a coordinated approach to promoting the town.

# 11 The Town Masterplan

This section of the plan contains a series of maps which, together, form the town's masterplan. These maps are referred to by the policies and thus form part of the plan's statutory planning guidance. All the maps in this section are all reproduced at Annex A in fold-out A3 format.

The maps contained in this section are as follows:

**Overall Site Allocation** – this map shows the overall allocation of sites for housing, employment, community use and green space.

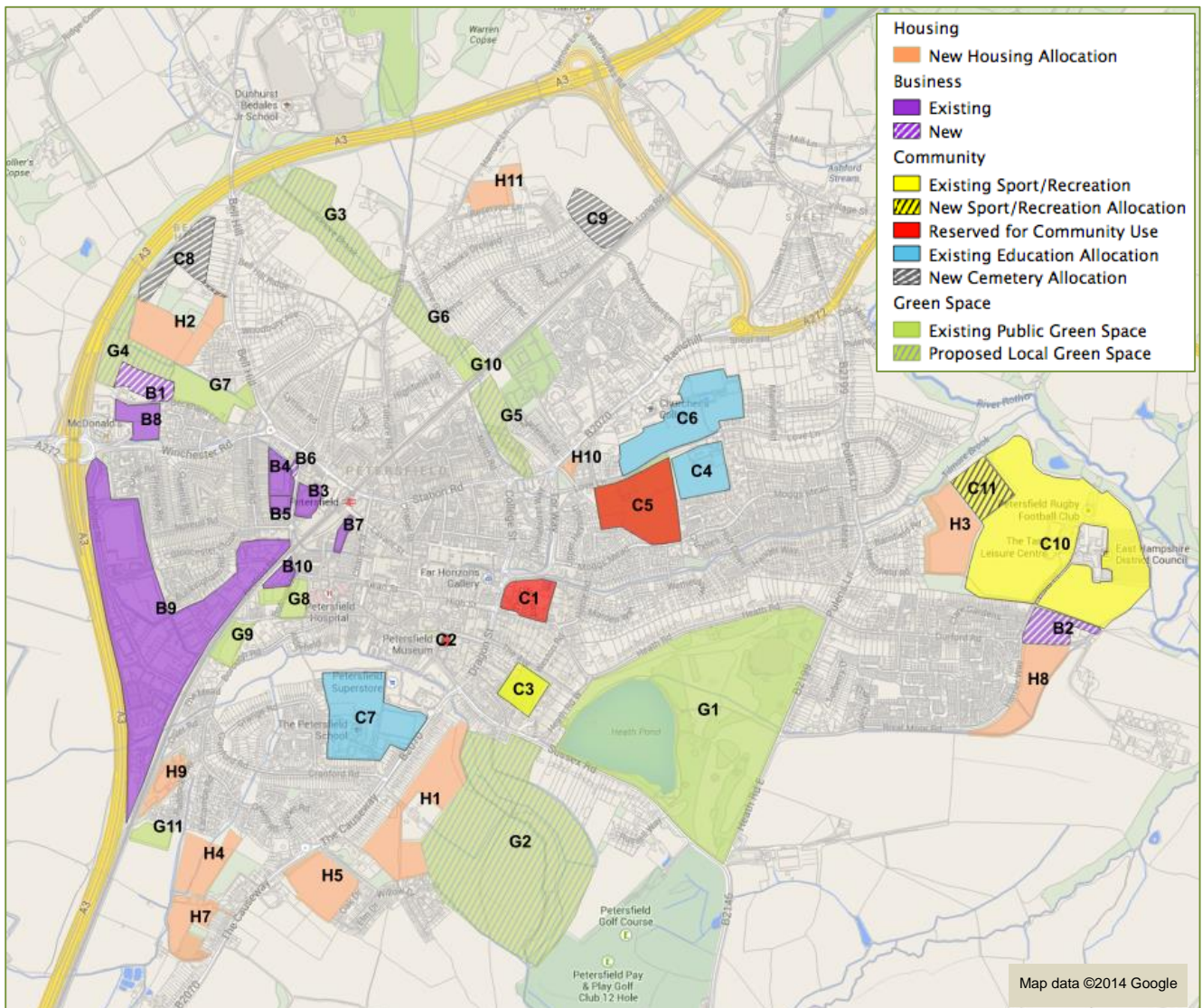
**Town Centre Opportunities** – this maps shows the more detailed town centre sites that have been allocated for residential or employment use. It is referenced by the Housing and Business policies in section 13.

**Getting Around** – this map details the improvements which need to be made to our road and cycle networks and should be read in conjunction with section 5.

**Parking** – this map summarises our strategy for parking and should also be read in conjunction with section 5.

**Town Centre Vision** – this map shows a vision for the town centre. It is followed by a series of individual design briefs for specific areas of the town centre.

## 11.1 Overall Site Allocation



**Figure 1 - Overall Site Allocation**

Details of the site allocations can be found in the following policies:

- Housing – HP1
- Employment – BP1
- Community – CP1 and CP2
- Green Space – NEP2

## 11.2 Town Centre Opportunities

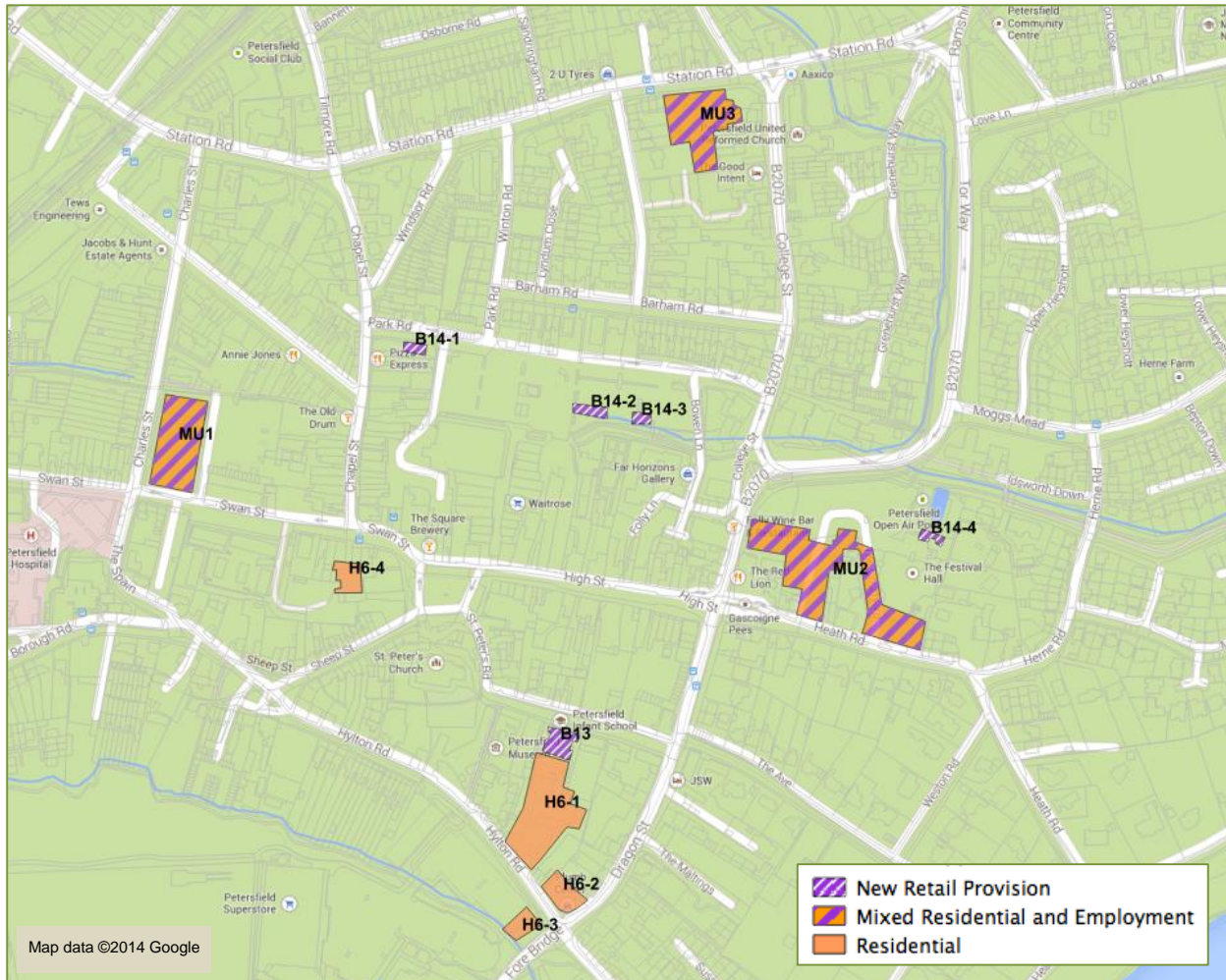


Figure 2 - Town Centre Opportunities

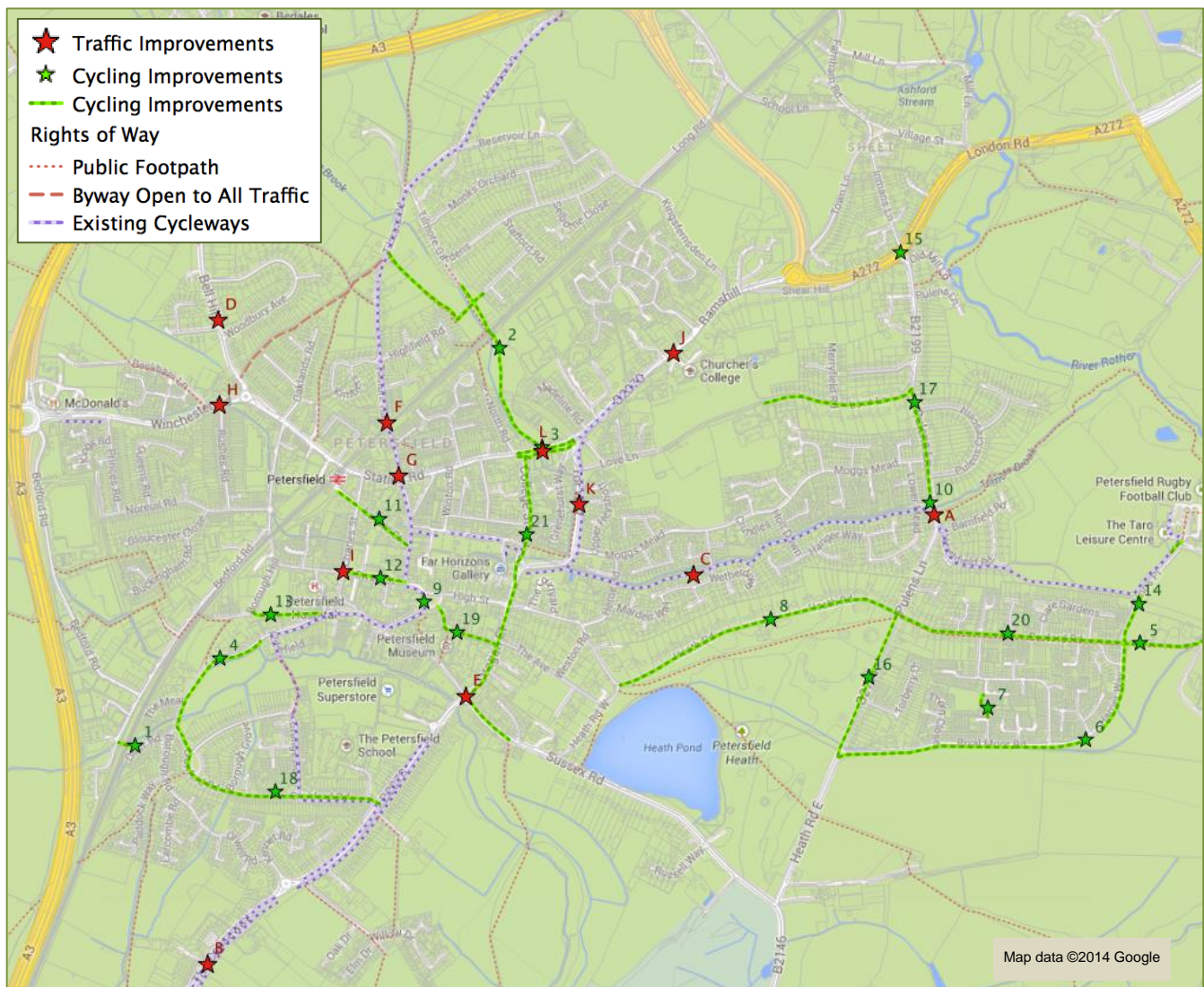
Ref	Name	Allocation	Area (ha)	Effective Residential Area (ha)	No. of dwellings @ 70dph
B13	Infant School Main Building	Retail	0.09	0.00	0
B14	New Retail Units in Car Parks	Retail	0.06	0.00	0
H6-1	Infant School South Site	Residential	0.27	0.27	19
H6-2	Site corner of Hylton road and Dragon street	Residential	0.06	0.06	4
H6-3	Site south eastern corner of Tesco overfill car park	Residential	0.05	0.05	4
H6-4	Royal Mail Sorting Office	Residential	0.05	0.05	3
MU1	BT exchange	Mixed-use	0.30	0.20	14
MU2	Site West and South of Festival Hall	Mixed-use	0.35	0.23	16
MU3	Site south of Station Road	Mixed-use	0.22	0.15	10
	Totals		1.45	1.01	70

Table 1 - Town Centre Opportunities

**Note:**

For mixed-use sites, the effective residential area is 2/3 of the site and the effective employment area is 1/3 of the site.

## 11.3 Getting Around



**Figure 3 - Traffic and Cycling Improvements**

Further details for these proposed improvements can be found in policies GAP2 and GAP3.

No.	Location	Issue
A	Pulens Lane / Durford Road	Traffic Speeds, particularly around the corner
B	Causeway	Traffic Speeds
C	Moggs Mead	Traffic Speeds and volume of traffic
D	Bell Hill	Traffic Speeds
E	Dragon St / Sussex Road junction	Congestion
F	Tilmore Road bridge	Narrow bridge - dangerous for pedestrians
G	Tilmore Road junction with Station Road	Difficulty of turning out of Tilmore Road onto Station Road
H	Winchester Road / Rushes Road crossing	Volume of traffic prevents pedestrians from crossing safely
I	Swan St / Charles St junction	Difficult crossing with cars coming around bottom of Charles street too quickly
J	Churcher's entrance	Congestion at peak times
K	Tor Way	Traffic speeds
L	Station Road / Ramshill junction	Traffic Speeds

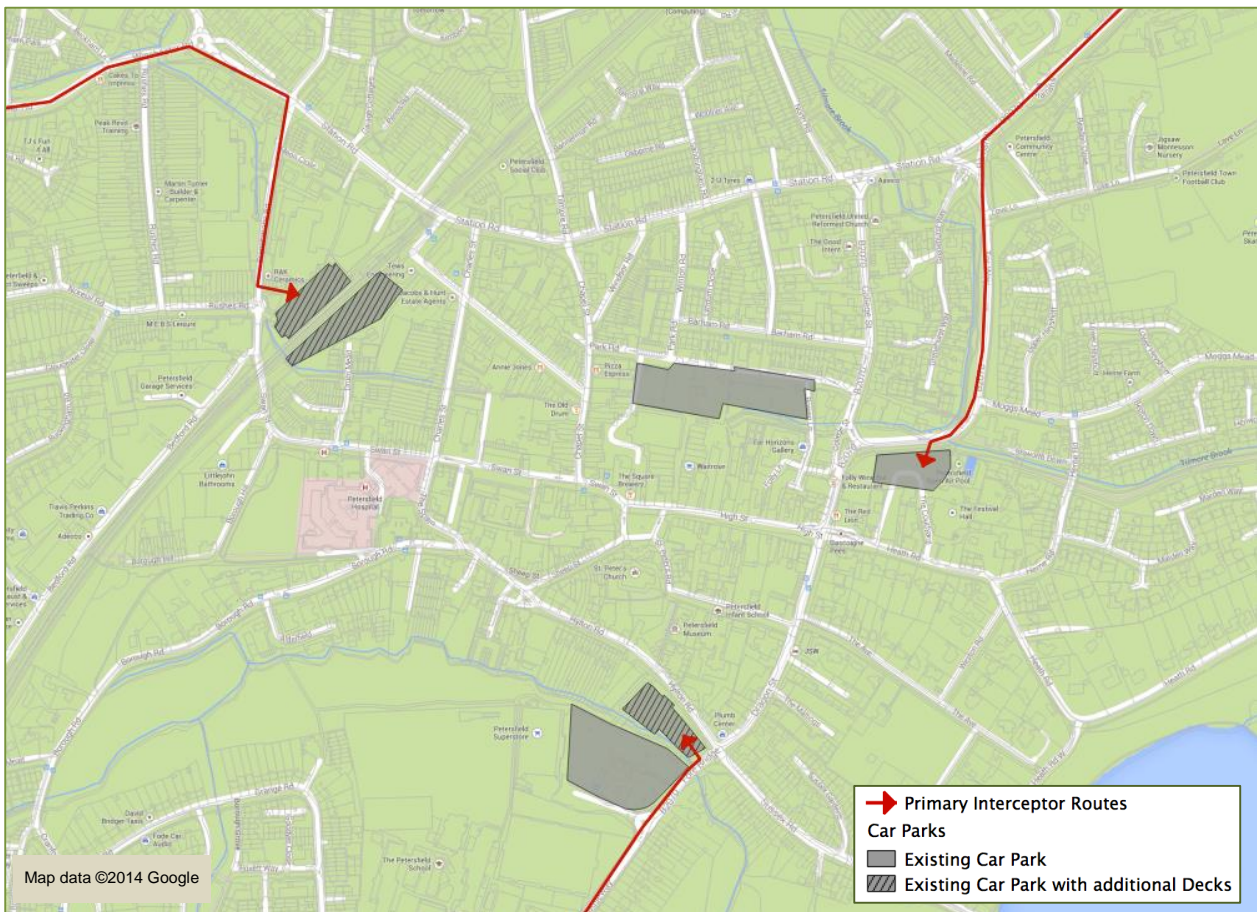
**Table 2 - Proposed Traffic Improvements**



No.	Location	Issue / Proposal
1	Osier Road Railway Crossing	Create official cycle path here using existing underpass
2	Tilmore / Merritts Meadow	New cycle path through Merritts Meadow and Playing Fields (possible alternative route for the Shipwright's Way)
3	Junction of Ramshill and Station Road	New segregated cycle lanes on both side of the road. One side to be contraflow
4	Borough Road	New cycle path next to existing footpath
5	Penns Place	Start of Petersfield to Midhurst cycle & pedestrian path
6	Rival Moor Rd	New Cycle Path adjacent to Rival Moor Road
7	Gorse Rd	New connecting cycle path
8	The Heath	New Cycle Path along Heath Road
9	The Square	New cycle stands in the square
10	Pulens Lane	Better crossing across Pulens Lane
11	Lavant Street	New cycle parking as part of Shared Space scheme
12	Swan Street	Contraflow segregated cycle lane on the Morrisons side of Swan St
13	The Borough	New cycle path
14	Penns Place	Cycle path link
15	Junction of Pulens Lane and A272	New junction design
16	The Heath	Cycle path adjacent to Heath Road East
17	Pulens Lane and Love Lane	Advisory Cycle Lanes
18	Cranford Road	Advisory Cycle Lanes
19	St Peter's Road	Advisory Cycle Lanes
20	Durford Road	Advisory Cycle Lanes
21	Merritts Meadow to Sussex Road	Advisory Cycle Lanes linking Merritts Meadow to the Hangers Way at Sussex Road

**Table 3 - Proposed Pedestrian and Cycle Improvements**

## 11.4 Parking



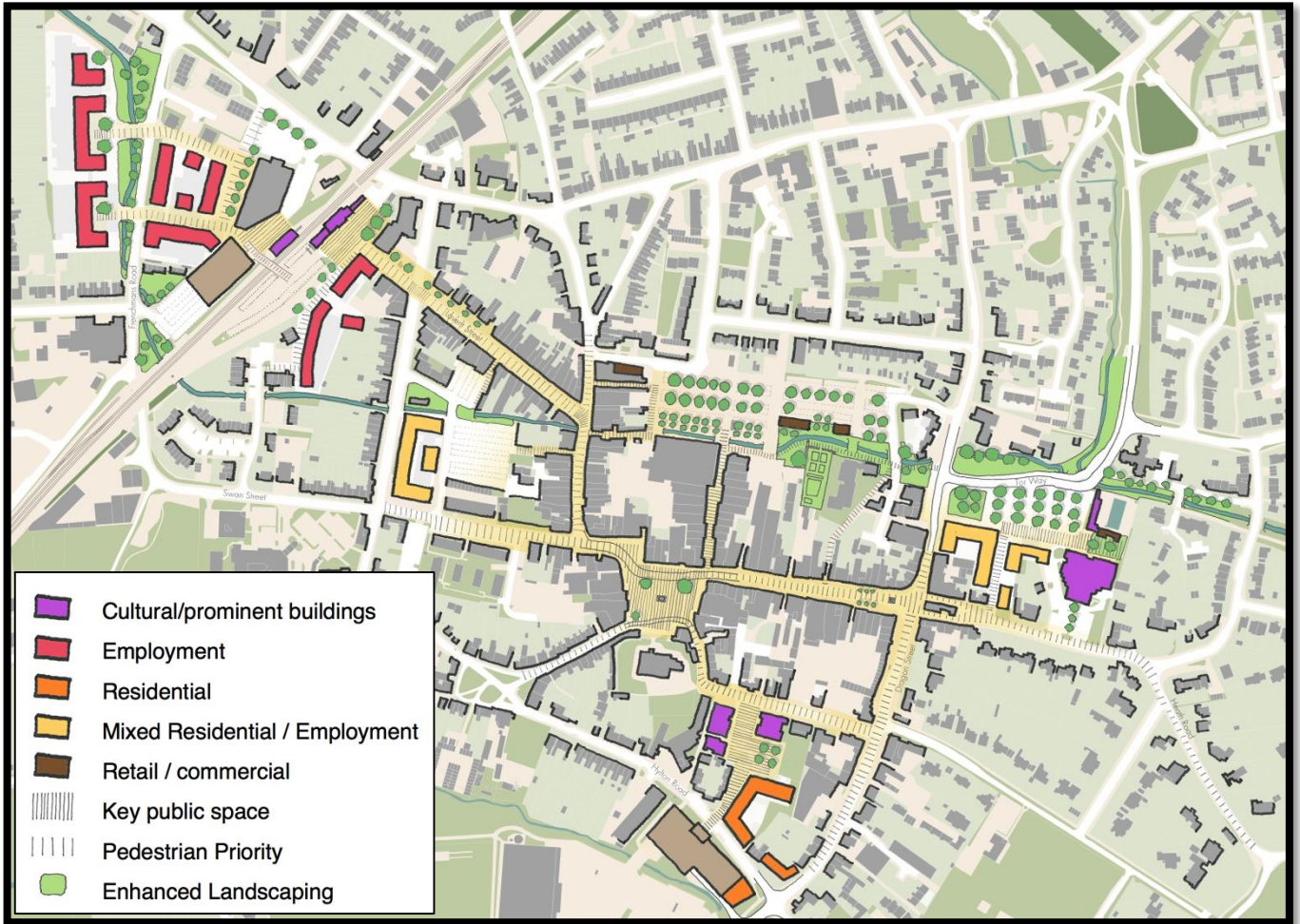
**Figure 4 - Parking Strategy**

The parking strategy is outlined in section 5.3.3 and detailed in policies GAP5, GAP7, HP9 and GAP8.

It can be summarised as follows:

- Ensure new developments provide adequate off-road parking (Policy HP9)
- Increase parking capacity in the town by providing multi-decks at the Station and Tesco overflow car parks (Policy GAP5)
- Introduce residents' parking in all areas adjacent to the town centre (Policy GAP7)
- Improve parking signage (Policy GAP7)
- Introduce preferential business rates in multi-deck car parks (Policy GAP8)

## 11.5 Town Centre Vision



**Figure 5 - The Town Centre Vision**

The town centre vision includes the following elements:

- A Shared Space town centre
- Redevelopment of the Frenchman's Road area
- Redevelopment of the infant school and Hylton Road area
- Enhancement of the central car park and Physic Garden area
- Redevelopment of the Festival Hall area

More detailed design briefs for each of these elements can be found in the following sections.

### 11.5.1 Shared Space Town Centre



#### Key Points:

#### Objectives of a Shared Space Scheme:

- Reduce vehicle speeds
- Improve pedestrian and cyclist safety
- Create a 'café society' feel
- Promote walking and cycling throughout the town
- Encourage a larger shopping footfall in the town centre
- Eliminate illegal parking
- Improve the first impression of the town for visitors arriving at the railway station

#### Features:

- Creation of a shared space environment starting at the railway station and extending down the High Street to the war memorial (see artist's impressions at Figure 6, Figure 7 and Figure 8)
- Minimise or remove demarcation between vehicle traffic and pedestrians
- Removal of traffic signs and regulations
- Provision of pedestrian-friendly street furniture – benches, trees/bushes, green spaces, water features, sculptures
- Provision of a limited number of parking bays

## What is a shared space?

Shared Space is a concept that has come from successful public spaces in Europe that integrate the movement of people in a variety of forms where each form acknowledges and respects each other. The idea is further supported in Manual for Streets. A number of successful shared space schemes have now been implemented in the UK with more being planned.

The idea is to allow motorised traffic and pedestrians/cyclists to coexist rather than banishing traffic from the public space – all streets are public spaces as opposed to roads that reinforce segregation. A dual carriageway in open countryside or motorway is a clear example of a road that is not a public place or space. Whereas, a town market square is clearly a public space.



Widemarsh Street, Hereford  
Photograph courtesy Ben Hamilton-Baillie

Shared space views the area as a public space first and foremost for people, to facilitate their activities not restrict them. Traffic becomes the equal of all functions not the primary one relegating the others. The technique seeks to design-in eye contact between users and thus the streets have a low design-speed that enables this.

The social space is designed in such a manner that we do not conceive it as a traffic space but as people space. The person in a vehicle or cycle is aware of the fact that they are a guest in that space because of its layout thus he/she adjusts their behaviour accordingly to that context.

The character of 'people space' or 'people street' is enhanced by incorporating rather than excluding traffic and infrastructure into the spatial design. Landmarks and features irrelevant to the standard traffic highway world are integrated into it.



New Road, Brighton  
Photograph courtesy Graham Steaggles

The other acknowledgement is that what feels safe is not necessarily safe - the biggest mistake you can make is give the illusion of safety by regulation and segregation. Conversely, what seems unsafe can actually be safer because people are more alert to their surroundings and context.

The behaviour of all, including drivers, is more determined by the contextual signals than by rules, instructions and prohibitions.

## Policies which will achieve this:

### GAP4 and GAP7

The following pages show artist's impressions of a possible shared space scheme. The images are viewed from:

- The north west corner of the Square looking east
- The bottom of Lavant Street looking towards the station
- Chapel street viewed from the bottom of Lavant Street



**Figure 6 - Potential Shared Space scheme viewed from the NW corner of The Square**



**Figure 7 - Potential Shared Space scheme viewed from the bottom of Lavant Street**



**Figure 8 - Potential Shared Space scheme viewed from the corner of Chapel Street and Lavant Street**

### 11.5.2 Frenchman's Road Area



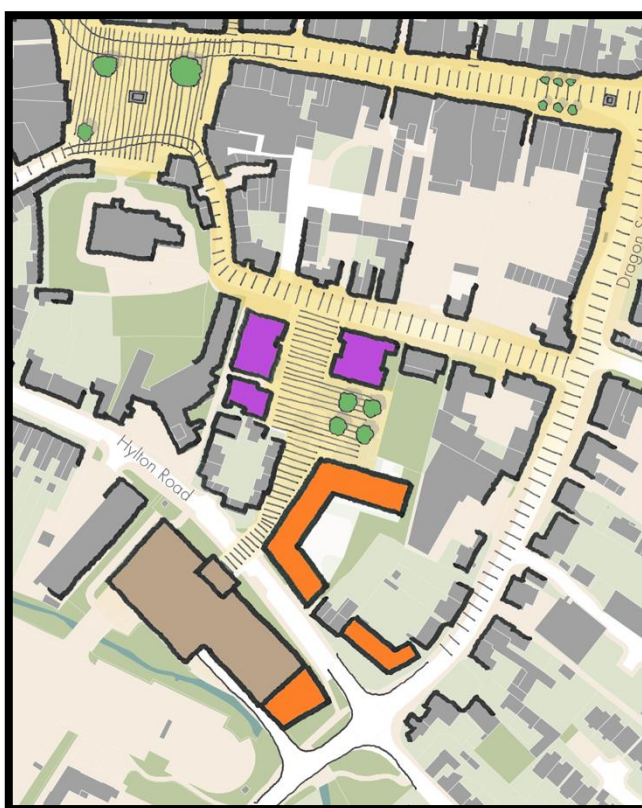
#### Key Points:

- Reserved for employment use
- Regenerate from existing light-industrial to a more office-based environment
- Potential for provision of serviced office space for small businesses and startups
- Possibility of creating a Business Enterprise Centre using European grant funding
- As part of the regeneration, enhance the green space and make a feature of the stream
- Provide good quality pedestrian access into the town centre

#### Policies which will achieve this:

**BP1, BP2, BP3, BP5, BP6, BP7, BP8**

### 11.5.3 Infant School and Hylton Road Area



#### Key Points:

- The current infant school has no room to expand further. Thus, if demand exceeds capacity during the lifetime of the plan, the infant school will move to co-locate with the Herne junior school site.
- The current infant school site will then be redeveloped to provide some residential accommodation with the original infant school building being reserved for retail use.
- As part of the re-development, create an inviting pedestrian route to the town centre for people using what is currently the Tesco overflow car park, but will become a multi-deck interceptor car park.
- Provide additional residential housing on the corner of Hylton Road and adjacent to the car park.
- Old Police Station to become part of an expanded Museum and Tourist Hub

#### Policies which will achieve this:

**HP1, CP1, TP2, TP3, BP1**



#### 11.5.4 Main Car Park and Physic Garden Area



#### Key Points:

- Enhance views of and access to the stream with a new landscaped area to the rear of the physic garden.
- Improve access from the physic garden to this new area.
- Provide new retail kiosks / small shops to help bring this area to life.

#### Policies which will achieve this:

**BP1, NEP1**

### 11.5.5 Festival Hall Area



#### Key Points:

- Provide access off Tor Way, thus discouraging traffic from accessing the town centre
- Remove through access from Heath Road
- Redevelop existing buildings that front onto the car park to provide a series of high quality residential and employment facilities
- This could offer a good location for a town centre hotel
- Provide a small retail unit behind the Festival Hall together with enhanced landscaping to make the hall and pool more of a destination

#### Policies that will achieve this:

**HP1, BP1, CP1, GAP6, TP1**

# 12 Residential Design Frameworks

## 12.1 Typical Densities

In order to understand the intent of the Design Frameworks in the plan, it is useful to put into context what is meant by housing density.

Housing density is typically expressed in dwellings per hectare or dph. This simply means the number of complete dwellings that exist on every full hectare of land. Like any town, Petersfield has a range of densities which are appropriate to the use and context of the individual sites. Some examples are shown below for reference.



**Heath Road**  
6.9 Hectares  
40 dwellings  
**5.8 dph**

**Coxes Meadow**  
2.4 Hectares  
15 dwellings  
**6.2 dph**

**Larcombe Road**  
4.3 Hectares  
124 dwellings  
**29.2 dph**



**Osborne Road**  
1.0 Hectares  
43 dwellings  
**43 dph**

**Charlton Drive**  
3.1 Hectares  
130 dwellings  
**42 dph**

**Fitzhamon House**  
0.45 Hectares  
27 dwellings  
**60 dph**

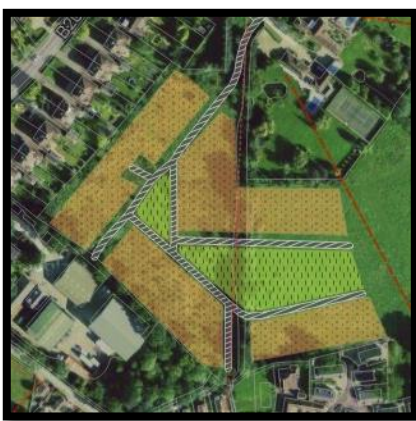
## 12.2 The Site Design Frameworks for Housing Sites

The remainder of this section contains detailed Design Frameworks for each of the housing sites. Please note that the sketches are indicative only and not to scale.

Each framework outlines a set of principles that provide high-level guidance to steer the design and delivery of these sites. In general, the principles seek to minimise the impact on the natural environment and create high quality and attractive neighbourhoods.

The drawings explore high level opportunities in terms of access, routes, public space provision, environment and landscape considerations but do not address more detailed issues in terms of typologies, the positioning of individual units or plots, or architectural character.

The framework drawings indicate block layout principles. Figure 9 below shows how these indications of blocks could translate into individual dwellings. Each block is not intended to indicate a continuous mass of development and could be fulfilled by a range of detached, semi-detached or terraced housing as appropriate to the context of the site and the required density.



Indicative block Layout as shown



Example of a compliant dwelling layout

**Figure 9 - Example of Block Layouts**

The drawings use the following notation:



**Figure 10 - Design Framework Notation**

## 12.3 The Housing Sites

The sites allocated for residential housing are shown on the Overall Site Allocations in section 11.1 and are reproduced in Figure 11 below with a reference code for each site. The detailed allocations for these sites are listed in Table 5 of Housing Policy HP1 on page 60.

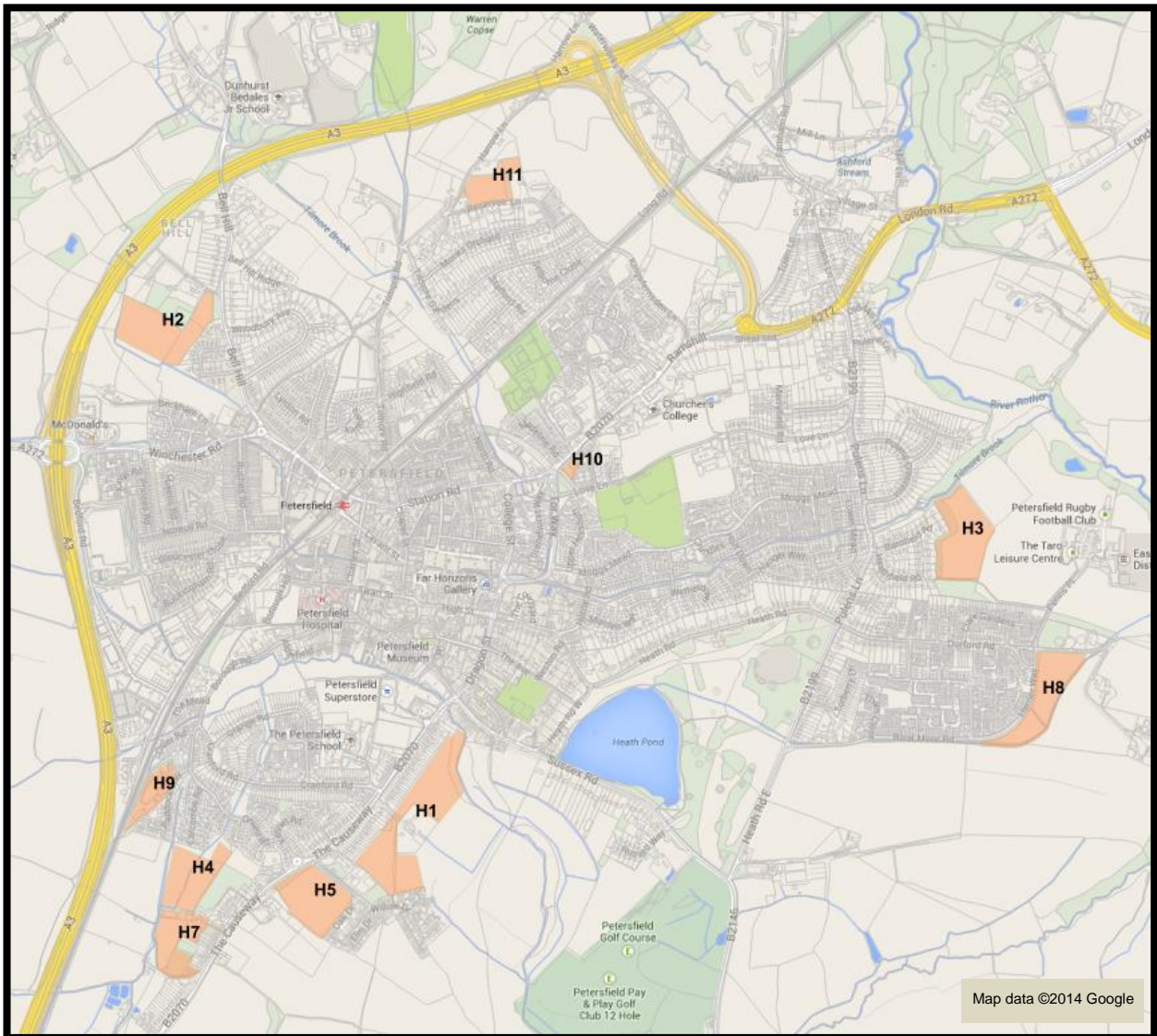


Figure 11 - Housing Sites and Reference Codes

Site Ref.	Site Name
H1	Land at Causeway Farm
H2	Land North of Buckmore Farm and West of Bell Hill
H3	Penns Field
H4	Land South of Larcombe Road
H5	Land South East of the Causeway
H6	Town Centre Redevelopment Opportunities (See section 11.2 for more detail)
H7	Land West of the Causeway
H8	Land south of Durford Road
H9	Hampshire County Council Depot off Paddock Way
H10	Existing Community Centre site
H11	Land North of Reservoir Lane

Table 4 - Housing Site References and Names

## 12.4 Site H1 Design Framework – Land at Causeway Farm



H1, Land at Causeway Farm	
<p><b>Design Principles:</b></p> <ul style="list-style-type: none"> <li>• Protect views from Sussex Road to the South Downs, ensuring any new development is accommodated on the western part of the site.</li> <li>• Protect the river corridor and prevent building on floodable land.</li> <li>• Establish a well connected internal street environment with new public rights of way. The existing footpath should be retained although may need to be slightly re-aligned.</li> <li>• Contain semi-formal green spaces which help to bridge the gap between residential development and the landscape beyond.</li> </ul>	<p><b>Delivery Considerations:</b></p> <ul style="list-style-type: none"> <li>• Requirement to incorporate multiple points of access from the B2070 and possibly Sussex Road. Issues of ownership and highway restrictions would need to be overcome to achieve this.</li> <li>• The setting of the existing farmstead should be respected.</li> </ul>
<p><b>Approximate Density:</b> 25dph</p>	<p><b>Indicative no. of dwellings:</b> 136</p>

## 12.5 Site H2 Design Framework– Land north of Buckmore Farm and west of Bell Hill



<b>H2, Land north of Buckmore Farm, west of Bell Hill</b>	
<b>Design Principles:</b>	<b>Delivery Considerations:</b>
<ul style="list-style-type: none"> <li>• Site H2 is Reserved for self or custom build homes only (See Housing Policy HP7).</li> <li>• Connect Bell Hill Recreation Ground to the new green space next to the A3, increasing community green space and creating a new green corridor into the town.</li> <li>• Retain the existing field pattern and mature hedgerows with development respecting these boundaries.</li> <li>• Provide a connection to Winchester Road via the new employment site to the south.</li> <li>• Connect the site to existing footpaths, particularly towards the north of the A3.</li> <li>• The design of roads to include shared surface and other traffic calming measures to prevent access roads being used as short cuts.</li> </ul>	<ul style="list-style-type: none"> <li>• Noise pollution from the A3.</li> <li>• Maintain a green buffer between new employment uses to the south.</li> </ul>
<b>Approximate Density: 28dph</b>	<b>Indicative no. of dwellings: 101</b>

## 12.6 Site H3 Design Framework – Penns Field



<b>H3, Penns Field</b>	
<b>Design Principles:</b>	<b>Delivery Considerations:</b>
<ul style="list-style-type: none"> <li>• Improve the view from the South Downs into Petersfield by providing well designed frontages which address the landscape.</li> <li>• In the northern part of the site there is an established belt of trees which acts as a buffer between the existing homes and new development.</li> <li>• In the southern part of the site the development has been laid out so that new gardens will back onto existing gardens on either side of the mature hedge line.</li> <li>• Maintain the mature trees and existing field lines to reduce potential visual impact.</li> <li>• Provide access through the existing connection to Heathfield Road.</li> <li>• A landscape buffer will need to be maintained between development and the River Rother corridor.</li> </ul>	<ul style="list-style-type: none"> <li>• Provide improved pedestrian access to Tilmore Brook with appropriate ecological mitigation measures.</li> </ul>
<b>Approximate Density:</b> 25dph	<b>Indicative no. of dwellings:</b> 89



## 12.7 Site H4 and H7 Design Framework – Land south of Larcombe Road and west of the Causeway



<b>H4, Land south of Larcombe Road and H7, Land west of the Causeway</b>	
<b>Design Principles:</b>	<b>Delivery Considerations:</b>
<ul style="list-style-type: none"> <li>• Have a well-connected internal street environment with multiple connections to the Causeway and into the existing neighbourhood at Test Close and Larcombe Road.</li> <li>• Provide frontage to the playing fields and landscape beyond.</li> <li>• Enable pedestrian access through the development and to the landscape beyond.</li> <li>• 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.</li> </ul>	<ul style="list-style-type: none"> <li>• The development should contribute to improving the existing play and sports facilities at Paddock Way.</li> </ul>
<b>Approximate Density: 28dph</b>	<b>Indicative no. of dwellings: 135</b>

## 12.8 Site H5 Design Framework – Land south of the Causeway



H5, Land south of the Causeway	
<b>Design Principles:</b>	<b>Delivery Considerations:</b>
<ul style="list-style-type: none"> <li>• The development has already been granted planning permission and this drawing reflects the consented scheme.</li> <li>• Provide access from the roundabout on the B2070.</li> <li>• Define a well-connected internal street environment with a block structure that addresses new streets.</li> <li>• Provide frontage to the landscape beyond.</li> <li>• Contain formalised green public spaces to help break up the tight block structure and provide amenity space.</li> <li>• Provide new footpath connections linking existing public rights of way.</li> </ul>	<ul style="list-style-type: none"> <li>• Consider opportunities to improve permeability and connections.</li> </ul>
<b>Approximate Density:</b> 28dph	<b>Indicative no. of dwellings:</b> 71

## 12.9 Site H8 Design Framework – Land south of Durford Road



<b>H8, Land south of Durford Road</b>	
<b>Design Principles:</b>	<b>Delivery Considerations:</b>
<ul style="list-style-type: none"> <li>• This site is allocated for housing to meet the needs of an ageing population (see Housing Policy HP3)</li> <li>• Protect and enhance views to the South Downs from the existing residential area of Harrier Way.</li> <li>• Contain formalised wedges of public space to draw the landscape into the residential development.</li> <li>• Multiple points of access from Harrier Way and the existing lane to the north.</li> <li>• Provide frontage to the public space and landscape beyond.</li> </ul>	<ul style="list-style-type: none"> <li>• Land to the north of this site is allocated as employment land and appropriate mitigation should be incorporated to reduce the impact on H8.</li> <li>• The site is ecologically sensitive and will require careful consideration of biodiversity issues. The low density reflects the fact that some parts of the site may not be developable due to ecological constraints. However, a larger number of dwellings may be accommodated if the planning authority is content that ecological constraints have been met. Maximum density should not exceed 28 dph.</li> </ul>
<b>Approximate Density:</b> 15dph	<b>Indicative no. of dwellings:</b> 48

## 12.10 Site H9 Design Framework – Hants County Council Depot off Paddock Way



<b>H9, Hants County Council Depot off Paddock Way</b>	
<b>Design Principles:</b>	<b>Delivery Considerations:</b>
<ul style="list-style-type: none"> <li>• A continuation of the existing residential neighbourhood.</li> <li>• Access should be provided from Borough Road/Paddock Way.</li> <li>• Enjoy pedestrian access to the playing fields to the south.</li> <li>• Maintain a small wedge of green space in the centre of the new blocks.</li> </ul>	<ul style="list-style-type: none"> <li>• Retain the existing buffer of trees between the site and the railway line.</li> <li>• Opportunity for the negotiation of a second access point to the south-east off Paddock Way.</li> </ul>
<b>Approximate Density:</b> 25dph	<b>Indicative no. of dwellings:</b> 30

## 12.11 Site H10 Design Framework – Community Centre Site



<b>H10, Community Centre Site</b>	
<b>Design Principles:</b>	<b>Delivery Considerations:</b>
<ul style="list-style-type: none"> <li>• Provide key and prominent frontage to the junction at Ramshill, a key route into the town.</li> <li>• Be developed at relatively high density as a small block of flats (perhaps suitable for sheltered housing).</li> <li>• Provide off street car parking behind the building.</li> </ul>	<ul style="list-style-type: none"> <li>• A small sub-station currently exists on the corner of the site.</li> <li>• The community centre facility <b>MUST</b> be provided elsewhere in order for this development to come forward.</li> </ul>
<b>Approximate Density:</b> 50 dph	<b>Indicative no. of dwellings:</b> 10

## 12.12 Site H11 Design Framework – Land to north of Reservoir Lane



H11, Land to north of Reservoir Lane	
<b>Design Principles:</b>	<b>Delivery Considerations:</b>
<ul style="list-style-type: none"> <li>• Site H11 is Reserved for self or custom build homes only (See Housing Policy HP7).</li> <li>• Retain the existing residential character of detached dwellings on larger plots.</li> </ul>	<ul style="list-style-type: none"> <li>• The site is only appropriate for low density housing due to access constraints along Tilmore Road and Reservoir Lane.</li> </ul>
<b>Approximate Density:</b> 8 dph	<b>Indicative no. of dwellings:</b> 11

# 13 The Policies

## 13.1 How the policy section of this plan is organized

In order to deliver this plan, each topic area has a series of objectives that reflect both the wishes of the community and the essential aims which are the legal requirements of this plan. These objectives are set out in this section and have a series of policies which are intended to achieve the objective. Each topic area starts with a summary of the objectives and policies before going on to describe the policies in more detail.

Objectives are in boxes with green backgrounds whilst policies are in boxes with blue backgrounds.

Whilst most of the policies are relevant to land use and will therefore form part of the statutory planning regulations for Petersfield, there are a number of policies which do not affect land use directly but are important aspirational policies that the Town Council will pursue in order to try and realize the plan's vision. These policies are denoted by a pink background.

OBJECTIVES	SUPPORTING POLICIES
<b>EXO1</b> Example Objective 1	<b>EXP1</b> Example Policy 1
	<b>EXP2</b> Example Policy 2 – aspirational policy
<b>EXO2</b> Example Objective 2	<b>EXP3</b> Example Policy 3

<b>Example Policy 1 (EX1)</b> Allocate development areas sufficient for a minimum of 700 new dwellings
This is where the detail of the policy can be found.

<b>Example Policy 2 (EX2)</b> Improve parking signage, designation / delineation and increase parking control zone
This is an aspirational policy which does not affect land use but is nevertheless important to the overall plan.

## 13.2 Housing Policies

OBJECTIVES	SUPPORTING POLICIES
<p><b>HO1</b></p> <p>Allocate sufficient development areas to meet the Joint Core Strategy target whilst ensuring an appropriate mix of housing to meet the town's future needs.</p>	<p><b>HP1</b></p> <p>Allocate development areas sufficient for a minimum of 700 new dwellings</p>
	<p><b>HP2</b></p> <p>Provide an appropriate mix of market housing</p>
	<p><b>HP3</b></p> <p>Site H8 is allocated for housing to meet the needs of an ageing population</p>
	<p><b>HP4</b></p> <p>Phasing of Development</p>
<p><b>HO2</b></p> <p>Provide more affordable housing and more housing for local people</p>	<p><b>HP5</b></p> <p>Provide affordable housing</p>
	<p><b>HP6</b></p> <p>Provide housing for local people</p>
	<p><b>HP7</b></p> <p>Custom and Self Build Dwellings</p>
<p><b>HO3</b></p> <p>Ensure that all new homes are built to appropriate standards</p>	<p><b>HP8</b></p> <p>Size of dwellings</p>
	<p><b>HP9</b></p> <p>Quality and layout of housing developments</p>



## Housing Policy 1 (HP1)

Allocate development areas sufficient for a minimum of 700 new dwellings

Applications for planning permission for residential development in Petersfield on the sites set out in Table 5 and, as detailed in Section 11, will be approved provided that the proposals conform with the site design frameworks in Section 12 of this Plan and meet the requirements set out in other appropriate policies of this Plan as well as those within the East Hampshire District Local Plan: Joint Core Strategy.

Site Ref.	Site Name	Expected Yield (dwellings)	Specific Constraints
H1	Land at Causeway Farm	136	
H2	Land North of Buckmore Farm and West of Bell Hill	101	Self or Custom Build only (see HP7)
H3	Penns Field	89	
H4	Land South of Larcombe Road	71	
H5	Land South East of the Causeway	71	Planning permission already granted for 71 dwellings
H6	Town Centre Redevelopment Opportunities	70	See Section 11.2 for further detail
H7	Land West of the Causeway	64	
H8	Land south of Durford Road	48	Housing for an ageing population (see HP3)
H9	Hampshire County Council Depot off Paddock Way	30	
H10	Existing Community Centre site	10	Only viable once a new Community Centre has been provided elsewhere
H11	Land North of Reservoir Lane	11	Self or Custom Build only (see HP7)
Total		<b>701</b>	

**Table 5 - Site Allocation for Housing**

**Policy HP1 conforms with:** NPPF paras 17, 47, 50 and 159. JCS Policies CP1 (Presumption in Favour of Sustainable Development), CP2 (Spatial Strategy) and CP10 (Spatial Strategy and Housing)

## Housing Policy 2 (HP2)

Provide an appropriate mix of market housing

Applications for planning permission for residential development will be approved if they contribute an appropriate mix of market housing which will help to achieve the required overall mix of market housing as specified in Table 6. This table provides a five-year target and will be reviewed and updated by Petersfield Town Council a minimum of every five years or more frequently should circumstances dictate.

This policy only applies to the market housing within a development - affordable housing is discussed in policy HP5.

Dwellings that are suitable for older residents (aged 60 and over) must demonstrate, as a minimum, that they meet the space and accessibility requirements of the Lifetime Homes standards. These dwellings will not be dedicated or restricted to older residents and it is expected that they will also be suitable for younger adults and families.

Dwelling Type	%age of total	%age of the total of this type of property that should be suitable for older residents
One Bed	5%	
Two Bed	20%	35%
Three Bed	30%	75%
Four Bed	40%	
Other	5%	

**Table 6 - Housing Mix**

**Policy HP2 conforms with:** NPPF, paras 50 and 159. JCS Policy CP11 (Housing Tenure, Type and Mix)

## Housing Policy 3 (HP3)

Site H8 is allocated for housing to meet the needs of an ageing population

An application for planning permission to build dwellings on site H8 which meet the needs of people aged 60 and over will be approved if the proposals conform with the site design brief in this Plan and meet the requirements set out in other appropriate policies of this Plan as well as those within the East Hampshire District Local Plan: Joint Core Strategy. The proposed development will not be expected to provide affordable housing on the site but the developer will be required to make a financial contribution in lieu, the details of which must be agreed with the local planning authority.

**Policy HP3 conforms with:** NPPF para 50 and 159. JCS Policies CP10 (Spatial Strategy for Housing), CP11 (Housing Tenure, Type and Mix) and CP12 (Housing and Extra Care Provision for the Elderly)

## Housing Policy 4 (HP4)

### Phasing of development

In order that new housing development does not take place without the necessary supporting infrastructure, it is proposed to schedule development into two phases:

Sites H3, H4, H5, H7 and H8 in the period 2014 – 2020 (totalling 343 dwellings)

Sites H1, H9 and H10 in the period 2020 – 2028 (totalling 176 dwellings)

Town Centre opportunities (H6, 70 dwellings) will be approved throughout the lifetime of the plan.

As self build sites, H2 and H11 (totalling 112 dwellings) are exempt from phasing as it is envisaged that they will be more gradually built out over the lifetime of the plan.

**Policy HP4 conforms with:** JCS Policy CP10 (Spatial Strategy for Housing),

## Housing Policy 5 (HP5)

### Provide affordable housing

Proposals for residential development will be required to provide affordable housing to meet the needs of local people including the elderly and those with specific needs. The amount of affordable housing required will depend on the size of the development and is set out in Table 7.

For developments which result in between one and four additional dwellings (net), a financial contribution towards community affordable housing will normally be required in lieu of on-site housing. This will be negotiated with the local planning authority on a case-by-case basis.

The affordable housing mix must be agreed with the EHDC Housing Needs Officer but will normally be predominantly 1 or 2 bedroom units.

The affordable housing will normally be provided on-site but where special circumstances exist, the affordable housing may be located on an alternative site in Petersfield or a financial contribution in lieu of on-site provision may be accepted. Where the affordable housing is provided on site, design and quality will be indistinguishable from the equivalent market housing and it must be spread carefully through the development, not isolated in specific blocks.

Where larger sites are sub-divided, the local planning authority will normally expect each subdivision or smaller development to contribute proportionally towards achieving the amount of affordable housing which would have been appropriate on the whole or larger site.

The eligibility for affordable housing will be administered by EHDC as the Housing Authority. The definition of local need is therefore as laid down by the Hampshire Home Choice service's Allocation Framework. However, priority will be given to people who can demonstrate a local connection to Petersfield in the first instance.

Development Size (net additional dwellings)	%age of affordable housing
1 to 4	10%
5 to 9	20%
10 or more	40%

**Table 7 - Proportion of Affordable Housing**

**Policy HP5 conforms with:** NPPF paras 50 and 159. JCS Policy CP13 (Affordable Housing on Residential Development Sites)

### Housing Policy 6 (HP6)

Provide housing for local people

For all new developments resulting in a net increase of 10 dwellings or more, planning permission will be granted subject to 10% of the market housing being restricted to occupancy by persons with a local connection to Petersfield and being priced at 90% of open market value. Both these requirements will be included in a section 106 agreement. This policy can be waived by the local planning authority if a lack of local need is demonstrated.

A lack of local need will have been demonstrated if the property has not been sold after 6 months on the open market.

For the purposes of this policy and policy HP7 only, a local connection is classed as either being by Residency or by Employment and is defined as follows:

a. Residency Qualification

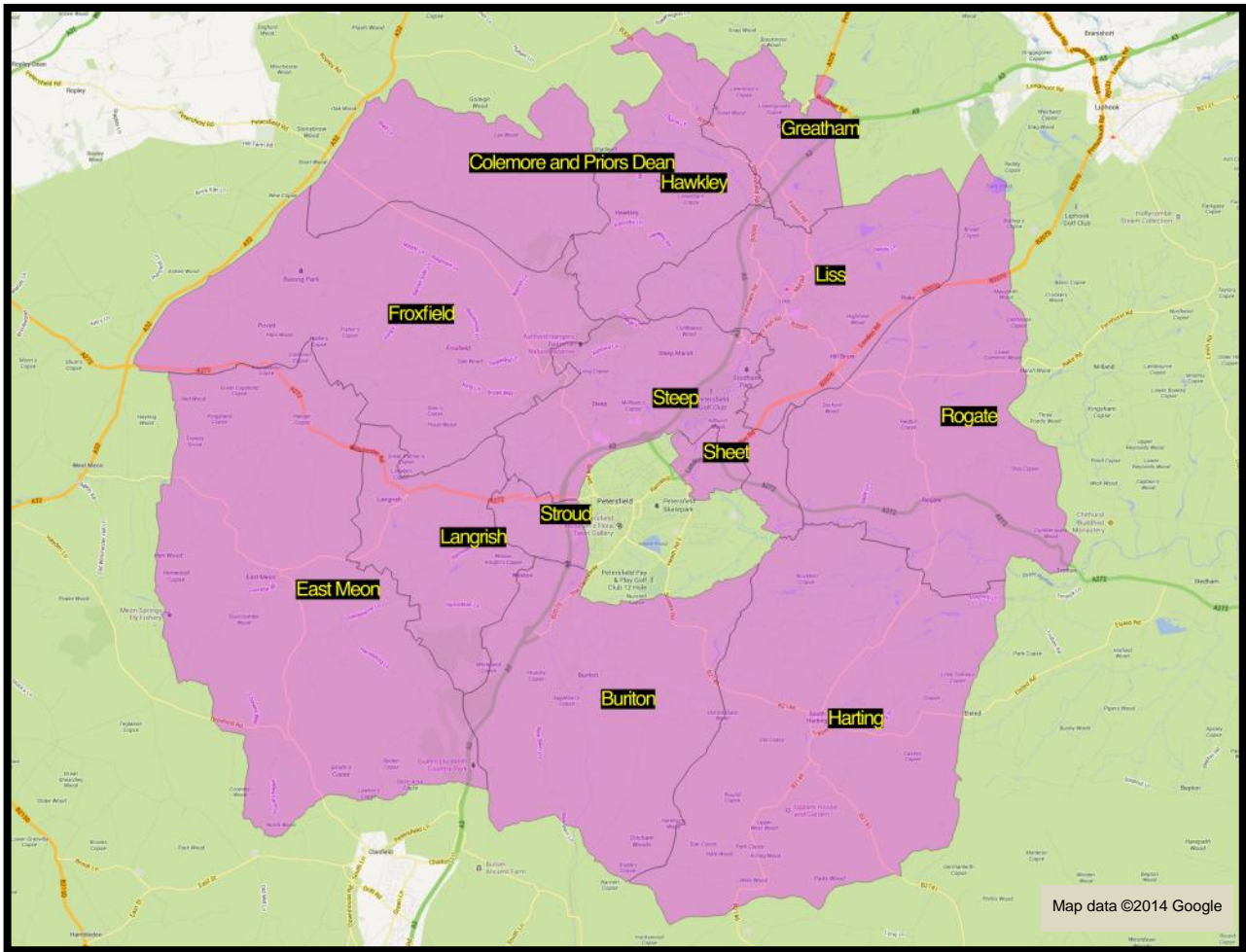
- Have been resident in Petersfield or a qualifying parish for 12 continuous months at the time of application or
- Have lived in Petersfield or a qualifying parish for 3 out of previous 5 years or
- Have close family (mother, father, brother or sister, adult children or grandparent) who have been resident for 5 continuous years and continue to be resident in Petersfield or a qualifying parish.

b. Employment Qualification

An individual will be considered to have a local connection if he/she or his/her partner is in employment which meets all of the following criteria:

- The office or business establishment at which a person is based or from where their work is managed is within Petersfield or a qualifying parish and
- Is in paid employment and
- Works a minimum of 16 hours per week and
- Has been employed for a minimum of 12 continuous months at the time of their application and is currently in employment and
- Has a permanent or fixed term contract or is self-employed.

Qualifying parishes are: Colemore and Priors Dean, Hawkley, Greatham, Liss, Rogate, Harting, Buriton, Stroud, Langrish, East Meon, Steep, Froxfield and Sheet. These parishes are shown in Figure 12.



**Figure 12 - Qualifying Parishes**

**Policy HP6 conforms with:** NPPF paras 50 and 159. JCS Policies CP11 (Housing Tenure, Type and Mix) and CP13 (Affordable Housing on Residential Development Sites)

## Housing Policy 7 (HP7)

### Custom and Self Build Dwellings

Applications for planning permission for self build or custom build schemes will be granted where the location and nature of the proposed development is appropriate to the surrounding context. More specifically, sites H2 and H13, as shown in Table 5, are allocated wholly as self-build sites.

An application for planning permission for a single self build or custom build dwelling on sites H2 and H13 submitted by an individual, by a builder or a developer acting on behalf of an individual, or by a community group of individuals such as a Community Land Trust will be considered favourably if the proposal conforms with the appropriate site design brief in Section 12 of this Plan and meets the requirements set out in other appropriate policies of this Plan as well as those within the East Hampshire District Local Plan: Joint Core Strategy. An application for outline planning permission for more than one self or custom build dwelling on sites H2 and H13 submitted by a community group or a company representing a community group will be considered favourably if the proposal conforms with the appropriate site design brief in Section 12 of this Plan and meets the requirements set out in other appropriate policies of this Plan as well as those within the East Hampshire District Local Plan: Joint Core Strategy.

Self and custom build properties must conform to the quality standards set out in the rest of this neighbourhood plan.

Self and custom build sites will be required to provide the same amount of affordable housing as for any other site, but may do so using alternative mechanisms such as Community Land Trusts. The planning authority will assess whether any alternative proposal for affordable housing is acceptable.

Landowners or developers who have an interest in a site which is allocated for self-build or custom build dwellings may undertake activities to sub-divide the site into plots and provide supporting infrastructure such as roads and services. Approval of the site layout/density will need to be obtained from the local planning authority prior to these activities taking place.

Detailed planning permission for a self build dwelling will only be granted for applicants who:

- a. Demonstrate that they have a local connection (definition as per policy HP6) and
- b. Undertake in a section 106 agreement that the occupancy of the property will be restricted to people with a local connection (definition as per policy HP6) in perpetuity
- c. Undertake in a section 106 agreement that they will live in the property once it is complete and
- d. Undertake in a section 106 agreement that once the development has commenced, they will complete the building of the dwelling within 2 years.

**Policy HP7 conforms with:** NPPF paras 50 and 159. JCS Policies CP10 (Spatial Strategy for Housing), CP11 (Housing Tenure, Type and Mix), CP13 (Affordable Housing on Residential Development Sites)

## Housing Policy 8 (HP8)

### Size of dwellings

All new dwellings must meet the following space and storage standards:

- a. All homes shall provide the minimum Gross Internal Floor Areas set out in Table 10, Table 9 and Table 8.
- b. All homes providing two or more bed spaces shall provide at least one double bedroom.
- c. All bedrooms shall provide the minimum floor areas and room widths set out in Table 11.
- d. General built-in internal storage shall meet the requirements of Table 12
- e. The minimum floor to ceiling height of the main living space shall be 2.5m for at least 75% of the floor area (ceilings to kitchen areas which are part of the main living space are not included).

Bedrooms	Bed Spaces	Min m <sup>2</sup>
Studio	1	38
1 bed	2	47
2 bed	3	60
	4	69
3 bed	4	73
	5	84
	6	93
4 bed	5	88
	6	97
	7	106
	8	115
5 bed	6	101
	7	110
	8	119

**Table 10 - Min Gross Internal Floor areas for Flats or other Dwellings on one floor**

Bedrooms	Bed Spaces	Min m <sup>2</sup>
2 bed	3	68
	4	77
3 bed	4	81
	5	90
	6	99
4 bed	5	94
	6	103
	7	112
	8	121
5 bed	6	107
	7	121
	8	125
6 bed	7	120
	8	129

**Table 9 - Min Gross Internal Floor areas for 2 Storey Houses or other Dwellings on two floors**

Bedrooms	Bed Spaces	Min m <sup>2</sup>
3 bed	4	86
	5	95
	6	104
4 bed	5	99
	6	108
	7	117
	8	126
5 bed	6	112
	7	121
	8	130
6 bed	7	125
	8	134

**Table 8 - Min Gross Internal Floor areas for 3 Storey Houses or other Dwellings on three floors**

<b>Min floor area (m<sup>2</sup>)</b>	
Single bedrooms	7
Principal double bedroom	11
Other double and twin bedrooms	11
<b>Min width (m)</b>	
Single bedrooms	2.15
Double and twin bedrooms	2.55

**Table 11 - Minimum floor area and width for bedrooms**

<b>Bedrooms</b>	<b>Bed Spaces</b>	<b>Min Storage (m<sup>2</sup>)</b>
<b>Studio</b>	1	1.0
<b>1 bed</b>	2	1.5
<b>2 bed</b>	3	2.0
	4	2.5
<b>3 bed</b>	4	2.5
	5	3.0
<b>4-6 bed</b>	5	3.0
	6	3.5
	7	4.0
	8	4.5

**Table 12 - Minimum floor area of built-in storage**

**Notes:**

1. Storage areas with headroom between 900mm and 1500mm to be counted at half of their floor area and areas lower than 900mm not to be counted at all.
2. All areas include an allowance of 0,5m<sup>2</sup> for fixed services and equipment such as hot water cylinders, boilers and heat exchangers.

**Policy HP8 conforms with:** NPPF paras 58 and 64. JCS Policy CP29 (Design)



## Housing Policy 9 (HP9)

### Quality and layout of housing developments

Proposals for new housing on the allocated sites will be permitted if they are of high quality design and layout which reflect Petersfield's character, identity and distinctive setting in the South Downs National Park. Applicants must demonstrate how their proposals meet the specific site design briefs as laid out in this plan. In particular, the housing layout shall include adequate parking areas, green space and landscaping. Planning applications shall include a Building for Life 12 assessment and proposals will be required to score 12 out of 12 'greens' when assessed against these criteria.

Specific requirements for off-street parking spaces are set out in Table 13 and for secure cycle storage facilities in Table 14. Cycle storage facilities shall be covered, with fixings set in or attached to a permanent structure.

Size of dwelling	Minimum parking spaces
Studio	1.5
1 bed	1.5
2 bed	2
3 bed	2
4 bed	3
5 bed or more	4

**Table 13 - Minimum parking requirements for new developments**

Size of dwelling	Minimum secure cycle storage spaces
Studio	1
1 bed	1
2 bed	2
3 bed	2
4 bed or more	4

**Table 14 - Minimum secure cycle storage requirements for new developments**

**Policy HP9 conforms with:** NPPF paras 58 and 64. JCS Policy CP29 (Design) and CP24 (Sustainable Construction)

### 13.3 Built Environment Policies

OBJECTIVES	SUPPORTING POLICIES
<p><b>BEO1</b></p> <p>Conserve and enhance the character and quality of the town's built environment and ensure good quality design</p>	<p><b>BEP1</b></p> <p>The character, setting and quality of the town's built environment</p>
	<p><b>BEP2</b></p> <p>The character of the conservation area</p>
	<p><b>BEP3</b></p> <p>Key focal points and buildings in the Conservation Area</p>
	<p><b>BEP4</b></p> <p>Shopfronts</p>
<p><b>BEO2</b></p> <p>Ensure development is energy efficient, sustainable and adaptable to climate change</p>	<p><b>BEP5</b></p> <p>Sustainable and adaptable buildings</p>

## **Built Environment Policy 1 (BEP1)**

The character, setting and quality of the town's built environment

Development must incorporate good quality design and make a positive contribution to the character of Petersfield. Proposals must respect and enhance Petersfield's distinctive character, the way the town functions and its high quality countryside setting. In determining proposals for planning permission, account will be taken of:

- The character, setting and context of the site in relation to landscape, townscape, building types, grain of plots and streets.
- Density that is appropriate to its context, plot size and relationship to local facilities and transport.
- A layout that demonstrates a coherent and legible structure or hierarchy of routes and spaces.
- The massing and built form to ensure that a sense of place has been created and that there is sensitivity in terms of townscape design in respect of edge treatment, entrances, enclosures, frontages, heights and rooflines.
- Landscape design that contributes to a sustainable sense of place, such as play areas, shelters, bio-diversity and wildlife corridors and water
- Materials and details relating to the design and context for walls, roofs, openings, paved surfaces and signage - incorporating locally sourced, distinctive and manufactured materials wherever practical.
- Sustainable principles such as the curtilage storage of waste and recyclable material, home-working and the durability and adaptability of buildings over time.

**Policy BEP1 conforms with:** JCS Policy CP29, CP30 and NPPF, paragraphs 56, 57, 58, 60, 61.

## **Built Environment Policy 2 (BEP2)**

The character of the conservation area

Developments must contribute positively to the conservation and management of the Town Centre Conservation Area taking account of the Conservation Area Appraisal and Management Plan (CAAMP), the Petersfield Town Design Statement, the archaeological record and key characteristics including:

- Simple building forms and domestic scale
- Traditional building materials including red brick, ironstone and malmstone, stucco and rendering, some galleting, and some hanging and mathematical tiles on elevations.
- Archaeological sensitivity
- Burgage plots
- Varied roofscape, including multiple and steeply pitched roofs of clay tiles, natural slates and occasional large chimney stacks
- Fenestration including sash and oriel windows and traditional shopfronts
- Focal points including prominent views, buildings and structures identified in the CAAMP
- Heritage assets identified through the CAAMP for inclusion on the local list
- Boundary walls and use of traditional materials in the public realm
- Vibrant mix of office space and residential uses above ground floor shops and services
- Visually important trees

**Policy BEP2 conforms with:** JCS Policy CP30 and NPPF, paragraphs 58, 64, 60, 115, 128, 138, 133, 134).

### **Built Environment Policy 3 (BEP3)**

#### Key focal points and buildings in the Conservation Area

New development should respect the following key focal points identified by the Conservation Area Appraisal and assessed for their visual prominence and architectural quality:

- The Square
- The Spain
- The junction of High Street, College Street, Dragon Street and Heath Road

The principal focal buildings or structures in the Conservation Area, assessed on their visual prominence and architectural quality, are considered to be:

- St Peter's Church
- The King William III statue in The Square
- No. 36 High Street
- Goodyers, The Spain
- The NatWest Bank, No. 15 High Street
- The War Memorial, High Street
- The Festival Hall, Heath Road
- The Red Lion Public House, College Street
- The Old College, College Street
- Petersfield Railway Station
- Roman Catholic Church of St Laurence, Station Road
- The Petersfield Methodist Church, Station Road
- These special spaces and buildings or structures should be protected from loss or inappropriate alteration.

**Policy BEP3 conforms with:** JCS Policy CP30 and NPPF, paragraphs 58, 64, 115, 128, 129, 132 138, 133, 134).

## Built Environment Policy 4 (BEP4)

### Shopfronts

New shopfronts or replacements, together with advertising within the Conservation Area, must recognise its historic heritage and be of the highest quality. Reference should be made to the CAAMP listings of historic interest.

In the first instance, new or replacement shopfronts must conform with the EHDC Shopfronts Design Guide (2003), the Petersfield Town Design Statement (2010) and should also:

- Preserve any existing features of interest, such as original fascia boards, corbel brackets, mullions etc
- Be made out of timber, and painted an appropriate colour
- Have a hand-painted traditional shop sign
- Have a panelled, tiled, brick or rendered stall riser, as appropriate in the location
- Allow the use of upper floors for residential use by providing, if needed, a separate access
- Shopfronts should generally not be externally illuminated, unless the premises are open at night
- Have well designed traditional hanging signs as appropriate in certain locations

**Policy BEP4 conforms with:** JCS Policy CP30 and NPPF, paragraphs 58, 64, 60, 67, 126.

## Built Environment Policy 5 (BEP5)

### Sustainable and adaptable buildings

Domestic Developments should achieve a Code Level 5 or demonstrate that they are zero carbon from 2015 but will otherwise be in accordance with Policy CP24 of the Joint Core Strategy. Non-domestic developments will be in accordance with CP24.

The significance and integrity of important historic assets can be threatened by poorly designed adaptation and mitigation responses to carbon efficiency and it is important that this is recognised in such development proposals.

Developments must demonstrate that they have a neutral impact on surface water. Any new hard-standing areas must be permeable - this includes all new pavements, driveways and, where applicable, public rights of way, car parks and non-adoptable roads. The additional run-off for rainfall depths of up to 5mm caused by the development must be managed on site using appropriate Sustainable Drainage Systems (SuDS). Calculations should be presented to demonstrate that these criteria have been met.

**Policy BEP5 conforms with:** JCS Policy CP24, CP29, CP30 and NPPF, paragraphs 56, 93, 95, 115, 128, 133).

## 13.4 Getting Around Policies

OBJECTIVES	SUPPORTING POLICIES
<p><b>GAO1</b></p> <p>Make Petersfield a more pedestrian and cycle friendly place to live</p>	<p><b>GAP1</b></p> <p>Provide pedestrian and cycle access to the Town Centre from new developments</p>
	<p><b>GAP2</b></p> <p>Improve the town’s pedestrian and cycle network</p>
	<p><b>GAP3</b></p> <p>Making our streets safer</p>
<p><b>GAO2</b></p> <p>Improve the town centre spine from the station through to the war memorial, making it more pedestrian friendly, accessible to cyclists and enhancing its overall vitality.</p>	<p><b>GAP4</b></p> <p>Create a Shared Space street design for the Town Centre Spine including the Market Square</p>
<p><b>GAO3</b></p> <p>Improve both the management and provision of parking throughout the town</p>	<p><b>GAP5</b></p> <p>Provide multilevel car parking at the Town Station and North side car park Tesco</p>
	<p><b>GAP6</b></p> <p>Create access to Festival Hall car park off Tor Way</p>
	<p><b>GAP7</b></p> <p>Improve parking signage, designation / delineation and increase parking control zone</p>
	<p><b>GAP8</b></p> <p>Work with others to provide parking management that responds to user needs</p>
<p><b>GAO4</b></p> <p>Encourage sustainable travel including local public transport and street environments that significantly reduce the impact of traffic on the town’s community life</p>	<p><b>GAP9</b></p> <p>Improve the provision of bus services and coordination of services</p>

### Getting Around Policy 1 (GAP1)

Provide pedestrian and cycle access to the Town Centre from new developments

New development shall provide for ease of accessibility for walking and cycling to the town centre, schools and nearby residential areas. Wherever possible, the provision of pedestrian crossings and cycle routes shall be linked up to existing routes.

Manual for Streets 1&2 design principles with Shared Space street design should be applied and wherever possible extended into the nearby areas.

Applications will be expected to show how the above principles have been encompassed and provide supporting case if they have not.

**Policy GAP1 conforms with:** East Hampshire (& Central) HCC Transport District Access Statement 2012 (and LTP 2011-31) (HCCDAS) policy objective D9 and s3.18, Objective D12.

### Getting Around Policy 2 (GAP2)

Improve the town pedestrian and cycle network

Establish a programme of works to provide a pedestrian and cycling conducive network to improve walking and cycling connectivity throughout the town. Development which would preclude or detract from these improvements will not be permitted.

- Road junctions should be improved to provide suitable crossing points in order to assist this and aid street safety.
- Where it is not possible to provide off road cycling on key routes to the Town Centre and schools, then roads wherever possible shall provide advisory 1.4/5m cycle lanes alongside street design speed measures.
- Create new east–west and north–south pedestrian and cycle routes as shown in Figure 3.
  - Land within the existing former Petersfield to Midhurst railway route shall be safeguarded from any development in order to allow the provision of cycling and walking paths on this route .
  - A new north to south pedestrian and cycle route through the green corridors using the existing footpaths from the Hangers to the South Downs Way. The route will need to address traffic and pedestrian crossing issues at the College Street/ Ramshill junction and at the junction of Sussex Road and Dragon Street. A feasibility study to assess terrain and funding shall be undertaken.

A more detailed list of improvements is shown in Figure 3 and in Table 3.

**Policy GAP2 conforms with:** East Hampshire (& Central) HCC Transport District Access Statement 2012, Pol Objective 1(iv) and D12. S 3.18. NPPF paras 30 and 40.



### Getting Around Policy 3 (GAP3)

#### Making our streets safer

Where new development will increase traffic frequency on existing residential roads and in the vicinity of schools, and/or where traffic speed and its nature is already identified as an issue affecting safe pedestrian movement or where this will be compounded, such as to deter or impair people movement, then work will be undertaken to provide street design measures to sufficiently slow the traffic speed in the interests of street safety and to encourage both pedestrian and cycle access.

Problem areas or points (hot spots) are already identified as targets, including those with impairment of or poor crossing issues and excessive traffic speed or traffic. These include Pulens Lane/Durford Road, Bell Hill/Winchester Road, Swan Street, Tilmore Road Junction. The full list is shown in Table 2.

Wherever possible, travel from home to school shall be safety prioritized, it shall also support sustainable school transport by improvements which will include calming and slowing vehicle traffic speed measures as well as shared space techniques to encourage streets to be conducive to walking and cycling. This should include the further provision of bus services where viable.

Wherever possible, improved pedestrian and cycle access is sought for the business areas including possible development in Frenchman's Road

Work and liaison with SDNPA and HCC will be undertaken in order to protect residential areas from inappropriate HGV through traffic.

Measures to slow traffic and reduce HGV movement in residential areas will help improve local street air quality and local carbon reduction targets through encouraging appropriate transport, traffic measures and street lighting design wherever possible.

**Policy GAP3 conforms with:** East Hampshire (& Central) HCC Transport District Access Statement 2012, Pol objective D9, B1, 4 (vi) , S3.14, Objective 4 ( vi /vii). NPPF paras 30 and 40.

## Getting Around Policy 4 (GAP4)

Create a Shared Space street design for the Town Centre Spine including the Market Square

Create a 'shared space' street design for the east-west 'Town Spine' of High Street, The Square, Chapel Street and Lavant Street from the War Memorial and Dragon Street Junction to the Town Station forecourt. This proposal is shown in more detail in section 11.5.1.

The intention is to provide a shared space design for Lavant Street that incorporates street furniture, trees, planting boxes, cycle racks and one very wide central crossing point for access into the Swan Street car park. Car parking areas will be created but the aim also is to retain or increase the amount of parking but provide it on two sides of the street. The ambient design speed will be slowed to allow for ease of cycling and pedestrian crossing. There will be a level surface over much of the street where possible. The scheme will extend to the Station forecourt.

An enlarged, mostly car free 'active' town Square and, a pedestrian priority High Street will be created through street design measures. (In particular adopting a slow speed shared space, where pedestrian movement is prioritized.) Development (including the change of use of commercial property surrounding the square) shall be compatible with this wherever possible. The Square will extend to the High Street north side, as a level surface. More car parking shall be provided for blue badge holders. Access by vehicles is likely to be limited.

High Street. The shared space concept will extend to the High Street using street design measures including furniture to limit vehicles. Car parking bay areas and service areas will be provided plus cycle parking, and will be clearly designated. Pedestrian movement will be priority throughout the Spine area.

Chapel Street will form part of the Scheme but will include parking areas – a large crossing area at the junction of Lavant Street is to be included.

Liaison and work with HCC and SDNPA and the District Council will be required Contributions will also be required from town Development or via the Community Infrastructure Levy.

**Policy GAP4 conforms with:** East Hampshire (& Central) HCC Transport District Access Statement 2012, Policy Objective D9, D12, Objective2 (vii).

### Getting Around Policy 5 (GAP5)

Provide multilevel car parking at the Town Station and North side car park Tesco.

Increasing the car parking capacity in key demand areas within the town will be achieved initially by permitting multi level parking at the Station. In order to achieve this it will be expected to discuss development with Network Rail or their successors and to liaise with the Local Authorities. Should development be the only way of providing such capacity then a high design standard will be sought encompassing pedestrian access within any development that straddles the railway line.

Another possible multi level car park provision, if needed, could be at the existing Tesco north site. This would be subject to demand needs being proven. Access will need to be provided off The Causeway or Hylton Road. Alongside the Station, and making Festival Hall car park more accessible, these car parks would act as interceptors to avoid cars entering the town centre and shared space area.

Any development proposals in the vicinity of these areas must be coherent with this strategy and must not preclude future development of the car parks as indicated.

**Policy GAP5 conforms with:** East Hampshire (& Central) HCC Transport District Access Statement 2012, policy B2 and D9.

### Getting Around Policy 6 (GAP6)

Create access to Festival Hall car Park off Tor Way

Liaise with HCC to seek to provide an access to the Festival Hall car park off Tor Way, including associated traffic calming measures to reduce traffic speed in Tor Way and associated junction adjustments at Moggs Mead.

The adjustment of the cycle route along Tor Way is to provide direct access to the Festival Hall and Heath Road. This access will assist the Festival Hall CP to act as an interceptor car park for the town centre and also enable development to take place on the north side of Heath Road to reinforce the street and bridge the existing gap created by the west car park entrance.

Any development applications for the Festival Hall area must be coherent with this proposal.

**Policy GAP6 conforms with:** East Hampshire (& Central) HCC Transport District Access Statement 2012, policy B2.

### Getting Around Policy 7 (GAP7)

Improve parking signage and designation /delineation and increase parking control zone

In order to provide greater clarity to car parking within the town and in response to comments and concerns of misunderstanding, clear signage and better delineation of bays is required together with consistent operation. Car parking control zone signs are to be located to be seen at key entrances to the town particularly into the Town Spine.

Clear well designed signs will also be required to divert incoming traffic to the car parks acting as interceptors.

It is also proposed that the existing town centre on street Car Parking Control Zone is extended to include Dragon Street, Lavant Street, Chapel Street south, Sheep Street, St Peters Road, Swan Street. The creation of a shared space scheme for the spine will be consistent with this Zone. The two are necessary to ensure success of a shared space scheme.

Further blue badge holder spaces are proposed for the East Side of the Square together with some in Chapel Street and within car parks.

**Policy GAP7 conforms with:** East Hampshire (& Central) HCC Transport District Access Statement 2012, policy B2.

### Getting Around Policy 8 (GAP8)

Work with others to provide parking management that responds to users needs

Work with EHDC, Network Rail and others will be undertaken to seek to provide car parking management that aids a more attractive town centre, can provide possible preferential parking rates for town centre workers at the station or Tesco north car park.

The creation of residents parking zones will be encouraged in areas adjacent to the Town Centre and Station.

More cycle parking to be provided in the town centre car parks and along the town spine.

The use of long and short stay car parking and commensurate charging will be explored with the Local Authorities for the interceptor car parks and central car park.

Any development proposals affecting parking must be coherent with this policy.

**Policy GAP8 conforms with:** East Hampshire (& Central) HCC Transport District Access Statement 2012, Objective 2. EHDC JCS 25 LTP ref 8.25.

### Getting Around Policy 9 (GAP9)

Improve the provision of bus services and coordination of services

Create a strategy to provide more public transport buses in order to service the SDNPA anticipated visitor numbers and residents' needs.

The strategy shall explore how the provision can be achieved and the possible contributions from development that may be needed to implement any proposals and create longer term viability. It will also explore the types of vehicles that might be best suited to a circuit of the town's residential areas and is compatible with the anticipated shared space scheme.

A Transport hub (see policy GAP4 above) will be the focal point for most town services and it is proposed to provide integrated information at this point.

The addition of better public transport services to facilities outside the town will be explored with HCC the Passenger Transport Team (Authority) and the HCC / Quality Bus Partnership.

**Policy GAP9 conforms with:** East Hampshire (& Central) HCC Transport District Access Statement 2012, Policy objective C8, S 3.7.

## 13.5 Community Policies

OBJECTIVES	SUPPORTING POLICIES
<p><b>CO1</b></p> <p>Ensure an adequate provision and mix of community facilities to support the diverse range of users in Petersfield</p>	<p><b>CP1</b></p> <p>Maintain and enhance existing Community Facilities</p>
	<p><b>CP2</b></p> <p>Provide a new Community Centre</p>
	<p><b>CP3</b></p> <p>Overall increase of community facility provision.</p>
<p><b>CO2</b></p> <p>Ensure adequate provision of sport and recreation facilities. To include an adequate provision of built sport facilities and adequate supply of sports pitches and informal recreation areas to meet the needs of local people</p>	<p><b>CP4</b></p> <p>Provide appropriate mix of sports and recreation facilities.</p>
<p><b>CO3</b></p> <p>Meaningful involvement and engagement of the wider community in matters relating to the town's development</p>	<p><b>CP5</b></p> <p>Encourage and promote community involvement and engagement.</p>

## Community Policy 1 (CP1)

### Maintain and enhance existing Community Facilities

Petersfield's key community facilities and any caveats as to their use are listed in Table 15 below and are shown on the overall site allocation map at Figure 1. Specific facilities have been highlighted as being a priority for enhancement to provide a range of quality, accessible and safe facilities that meet the diverse needs of the community.

Ref	Site Name	Notes
C1	Festival Hall Whole Site , inc the Open Air Swimming Pool	Priority for Enhancement. This is a community site, however there is scope for careful mixed use (residential/employment) development on the south and west edges. This development must enhance and contribute towards the overall character of this area. This area is also considered to be a suitable location for a town-centre hotel
C2	Former Police Station off St Peter's Road	
C3	Avenue Pavilion and Playing Fields	
C4	Herne Junior School	Infant school to co-locate to this site if current site unable to meet demand during the lifetime of the plan
C5	Love Lane Recreational Area	Priority for Enhancement
C6	Churcher's College Playing Fields	
C7	The Petersfield School	
C8	Land at Buckmore Stables	Cemetery allocation – only 0.4ha of this site or site C9 is required.
C9	Land to the North East of Reservoir Lane	Cemetery allocation – only 0.4ha of this site or site C8 is required.
C10	Penns Place Sports Hub including Taro Leisure Centre	Priority for Enhancement

**Table 15 - Community Facilities**

**Policy CP1 conforms with:** NPPF paras 69, 70. JCS Policies: CP16 (Protection and Provision of Social Infrastructure) and CP8 (Town and Village Facilities and Services).

### Community Policy 2 (CP2)

Provide a new Community Centre

A specific part of the Love Lane recreation area, as designated in section 11.1 of this plan, is allocated for a new Community Centre which will include facilities suitable for Young People

**Policy CP2 conforms with:** NPPF paras 37,69, 70. JCS Policies CP16 (Protection and Provision of Social Infrastructure) and CP8 (Town and Village Facilities and Services).

### Community Policy 3 (CP3)

Overall increase of community facility provision.

New developments will normally include community facilities appropriate to the scale of the development to meet the needs created by the development. Development which results in the loss of a community facility will only be permitted where it can be demonstrated that alternative facilities of equal or better quality and quantity can be provided in an equally accessible location. New provision must be provided prior to the loss of existing provision.

**Policy CP3 conforms with:** NPPF paras 69, 70, 72. JCS Policies CP16 (Protection and Provision of Social Infrastructure) and CP8 (Town and Village Facilities and Services).

### Community Policy 4 (CP4)

Provide appropriate mix of sports and recreation facilities.

Development that results in the loss of a sport, recreation or play facility will only be permitted where:

- it can be demonstrated that alternative facilities of equal or better quality and quantity can be provided in an equally accessible location; or
- an assessment has been undertaken which shows that the sport, recreation or play facility is surplus to requirements; or
- the development is for alternative sports, recreation or play provision, the need for which clearly outweigh the loss.

New provision must be provided prior to the loss of existing provision

**Policy CP4 conforms with:** NPPF paras 73, 74. JCS Policies CP17 (Protection of Open Space Sport and Recreation and Built Facilities) and CP18 (Provision of Open Space Sport and Recreation and Built Facilities).



### **Community Policy 5 (CP5)**

Encourage and promote community involvement and engagement.

Development proposals which are submitted for sites allocated in this Plan must demonstrate that they have provided opportunities for residents of Petersfield to comment on proposals before any planning application is submitted. Planning applications shall be accompanied by a Statement of Community Involvement which details the methods used to engage the wider community and the results of these engagement activities, including any developer response to the feedback.

**Policy CP5 conforms with:** NPPF paras 188. JCS Policies CP10 (Spatial Strategy for Housing) which sets out the requirement for developers to understand community aspirations in the allocation of housing and other facilities.

## 13.6 Natural Environment Policies

OBJECTIVES	SUPPORTING POLICIES
<p><b>NEO1</b></p> <p>A green infrastructure network will be provided, developed and enhanced linking the town to the surrounding countryside.</p>	<p><b>NEP1</b></p> <p>The green Infrastructure network to be developed and linked to the surrounding countryside</p>
	<p><b>NEP2</b></p> <p>Preserving and enhancing open space within existing developments</p>
<p><b>NEO2</b></p> <p>Protect the Heath for its landscape, ecological, recreational and historic value</p>	<p><b>NEP3</b></p> <p>Developments that detract from the landscape, archaeological, ecological or history value of the Heath will not be permitted</p>
<p><b>NEO3</b></p> <p>Protect and enhance the landscape</p>	<p><b>NEP4</b></p> <p>Developments to contribute positively to the landscape</p>
<p><b>NEO4</b></p> <p>Develop access and enhance links to the surrounding countryside for walking and cycling</p>	<p><b>NEP5</b></p> <p>Links to the countryside</p>
<p><b>NEO5</b></p> <p>Encourage and enhance greater biodiversity</p>	<p><b>NEP6</b></p> <p>Biodiversity, trees and woodlands</p>
<p><b>NEO6</b></p> <p>Reduce flooding risk and enhance waterways</p>	<p><b>NEP7</b></p> <p>Flooding risk and waterway enhancement</p>

### Natural Environment Policy 1 (NEP1)

The network of green Infrastructure and open spaces will be developed and linked to the surrounding countryside for community use and enjoyment.

The network of green infrastructure and open spaces identified in section 11 of this Plan will be linked to the surrounding countryside and developed, conserved and enhanced for community use and enjoyment. Wildlife corridors and priority habitats will be recognised and protected, where possible. Built development that results in the loss of such identified green spaces or that results in any harm to their character, setting, accessibility, appearance, general quality or amenity value will only be permitted if the community would gain equivalent benefit from the provision of suitable replacement green infrastructure.

All new residential developments are required under JCS Policies CP18 and CP28 to provide new open spaces either through on-site provision or by off-site provision. Such green infrastructure should connect and enhance the existing network within Petersfield. Provision of open space should be in advance of relevant developments being occupied.

Green infrastructure includes the external environment and how it provides ecosystem services. For example in the town centre an alternative to open space provision could be green roofs, rain gardens or green walls. These may be suitable alternatives which provide connectivity and help alleviate flood risk.

**Policy NEP1 conforms with:** JCS Policy, CP16, CP28. NPPF paragraphs 7, 69, 70, 73, 74, 75, 99.

### Natural Environment Policy 2 (NEP2)

Preserving and enhancing the green network and open spaces

The green network and the open spaces detailed in Table 16 and shown in section 11.1 are designated as Local Green Space in accordance with NPPF paragraphs 76-77 and will be preserved and enhanced for public access and informal recreational use.

Ref	Site Name	Size (ha)	Comments
G1	The Heath	36.31	
G2	Green Space East of Causeway Farm	25.02	New Allocation
G3	Tilmore Brook Green Finger	6.25	New Allocation
G4	Green Space North of Buckmore Farm	2.78	New Allocation
G5	Merritts Meadow	2.34	New Allocation
G6	Land East of Tilmore Road	2.16	New Allocation
G7	Bell Hill Recreation Ground	2.28	
G8	Land Either Side of Borough Hill	1.26	
G9	Borough Hill Recreation Ground & Land adjoining railway line	1.00	
G10	Tilmore Recreation Ground	0.61	
G11	Recreation Ground South of Paddock Way	0.79	

**Table 16 - Green Space Allocations**

**Policy NEP2 conforms with:** JCS Policy CP20, CP21, CP28. NPPF paragraphs 76, 77, 115.

### Natural Environment Policy 3 (NEP3)

Development which detracts from the landscape, archaeological, ecological or history value of the Heath will not be permitted

Development which would detract from the landscape, archaeological, ecological or historic value of the Heath and its townscape setting will not be permitted. Proposals that would enhance the accessibility, understanding or enjoyment of the biodiversity assets of the Heath may be considered provided its distinctive character, history, biodiversity and recreational value is retained.

**Policy NEP3 conforms with:** JCS Policy CP17, CP20, CP21 and X. NPPF paragraphs 76, 77, 115)

### Natural Environment Policy 4 (NEP4)

All developments must contribute positively to the setting of Petersfield and ensure that the sensitivity of its landscape quality is recognised and enhanced.

Petersfield's setting within a complex and varied landscape within a river valley situated between the chalk ridge of the South Downs and the greensand geology to the north will be protected and enhanced in accordance with the South Downs Integrated Character Assessment (SDICLA). These are important qualities that define the town's visibility, character, townscape, environment and position within the National Park. They need to be taken into account when developments are being considered. Where appropriate, due to the size and/or likely impacts of a proposal, the SDILCA should be supplemented by a local landscape character assessment which should relate to the landscape sensitivity studies undertaken by the SDNPA on the land surrounding the town which has been proposed for development. These should consider the sensitivity and robustness of the landscape to accept change without significant effects on its key features and attributes.

**Policy NEP4 conforms with:** JCS Policy CP19, CP20, CP21, CP23, CP27. NPPF paragraphs 109,115)

### Natural Environment Policy 5 (NEP5)

All new developments should respect the footpath and cycling links identified on the Plan and should contribute to new links as appropriate

The footpath and cycling links identified in the Masterplan will be protected and enhanced together with the Hangers Way, Serpents Trail and Shipwrights Way which are recognised as the key walking and cycle links to the surrounding countryside. New links to provide access will be investigated, developed and improved in association with voluntary bodies, statutory agencies and, where appropriate, as a contributory element of new development.

**Policy NEP5 conforms with:** JCS Policy CP28 and CP31. NPPF paragraphs 69,75, 77, 115)

### **Natural Environment Policy 6 (NEP6)**

New developments that result in a loss of biodiversity will not normally be permitted and a sequential test will be applied.

Proposals which result in a loss of biodiversity will not normally be permitted. A sequential approach to the impact of development on biodiversity should be applied as follows:

- Harm will be avoided;
- If it cannot be avoided (that is, through locating development on an alternative site with less harmful impacts) then
- the impact of development should be adequately mitigated,

Only if both (1) and (2) are demonstrated to be unachievable, then the impact should be compensated for.

Proposals should demonstrate how existing biodiversity corridors and networks are retained and enhanced.

Development that damages or results in the loss of ancient trees or trees of good arboricultural and amenity value will not normally be permitted. Proposals should be designed to retain ancient trees or trees of arboricultural and amenity value. Such proposals should be accompanied by a tree survey that establishes the health and longevity of any affected trees in accordance with BS5837 Trees in relation to Design, Demolition and Construction 2012.

Open spaces to be adopted by the community will be encouraged together with voluntary involvement in their creation and maintenance. This will promote greater biodiversity and opportunities for volunteering, healthy lifestyles and skills training.

**Policy NEP6 conforms with:** JCS Policy CP21. NPPF paragraphs 76, 77, 115, 118)

### **Natural Environment Policy 7 (NEP7)**

All developments must address potential flooding risk and drainage issues and should recognise the importance of waterway enhancement as part of the green infrastructure network

New developments must address any potential flooding risk and drainage issues and should recognise the importance of “blue corridors” as a part of the green infrastructure network. Flooding and drainage solutions should be integrated into the design of open spaces and green links to deliver multifunctional benefits – including flood catchment and storage areas, wetlands and water bodies for biodiversity enhancement and attractive features to enhance local landscape character. Where acceptable in terms of flood risk, projects will be developed to enhance the River Rother, its tributaries and associated wetlands which will be conserved as important biodiverse catchments.

**Policy NEP7 conforms with:** JCS Policy CP25, CP26, CP28. NPPF paragraphs 99, 100, 109, 114, 115)

## 13.7 Business Policies

OBJECTIVES	SUPPORTING POLICIES
<p><b>BO1</b></p> <p>Attract and retain businesses that can provide employment opportunities for local people.</p>	<p><b>BP1</b></p> <p>Allocate sites specifically for employment use</p>
	<p><b>BP2</b></p> <p>Protect existing employment sites</p>
	<p><b>BP3</b></p> <p>Encourage businesses to come to Petersfield</p>
	<p><b>BP4</b></p> <p>Promote and enhance workforce skills</p>
<p><b>BO2</b></p> <p>Make better use of available land by supporting the intensification of Town Centre industrial sites to transition, where appropriate, to small business and business enterprise facilities.</p>	<p><b>BP5</b></p> <p>Redevelopment of the Frenchman’s Road</p>
	<p><b>BP6</b></p> <p>Establish a Business Enterprise Centre</p>
<p><b>BO3</b></p> <p>Support and encourage small businesses, startups and creative businesses requiring small workshop spaces</p>	<p><b>BP7</b></p> <p>Provide small and flexible use employment space in the Town Centre</p>
	<p><b>BP8</b></p> <p>Support small creative businesses requiring workshop space</p>
<p><b>BO4</b></p> <p>Improve the quality of the existing business infrastructure provision in Bedford Road and the area of Frenchman’s Road adjoining the railway line.</p>	<p><b>BP9</b></p> <p>Bedford Road improvements</p>

**Business Policy 1 (BP1)**

Allocate sites specifically for employment use

Employment sites shown in Table 17 and as detailed in section 11 of this plan are allocated specifically for employment use. Applications for any other use on this land will not be approved.

Site Ref.	Site Name	Size (ha)	Comments
B1	Land North of Buckmore Farm	1.31	New Allocation
B2	Land at The Domes, off Harrier Way	1.10	New Allocation. The total area of this site is 1.63ha. However, 0.53ha is currently used for business purposes.
B3	Corries Main Site	0.71	
B4	Paris House, Frenchman's Road	1.03	
B5	Warehouse to south of Paris House	0.38	
B6	Car park off Frenchman's Road	0.10	New Allocation
B7	Tews Engineering, off Lavant Street	0.31	
B8	Land to north of Winchester Road (new site)	1.20	
B9	Bedford Road employment area	20.66	
B10	Site of west corner of Swan Street	0.52	
Total		<b>27.85</b>	<b>Total new allocation is 2.51ha</b>

**Table 17 - Employment Site Allocations**

**Policy BP1 conforms with:** NPPF paras 7,9,20 and 28. JCS Policies CP2 (Spatial Strategy), CP3 (New Employment Provision),

### **Business Policy 2 (BP2)**

Protect existing employment sites

Applications for change of use from any employment to a non-employment use (other than the mixed-use sites shown in Table 1) will not be approved unless the equivalent amount of land is provided in lieu within one mile of Petersfield's settlement boundary.

**Policy BP2 conforms with:** NPPF paras 7,9,20 and 28. JCS Policy CP4.

### **Business Policy 3 (BP3)**

Encourage businesses to come to Petersfield

Proposals for new employment allocations in and around Petersfield, outwith those designated in Table 17 will be supported and will be expected to actively market Petersfield as an ideal location for businesses seeking to establish a base within the South Downs National Park.

Any employment land proposal will be required to support the principles and vision as detailed in section 2 of this plan and also conform to quality and character requirements specified in the Built Environment policies.

Any proposal which demonstrates innovative energy efficiency and sustainability features will be strongly supported and encouraged. See also BEP6.

**Policy BP3 conforms with:** NPPF paras 7,9,20 and 28. JCS Policies CP2 (Spatial Strategy), CP3 (New Employment Provision), CP5 (Employment and Workforce skills), CP6 (Rural Economy and Enterprise).

### **Business Policy 4 (BP4)**

Promote and enhance workforce skills

Any employment land proposal which seeks to promote and enhance workforce skills to ensure that local people have access to skilled employment and training opportunities will be strongly supported.

The town council will work in partnership with local authority, Local Enterprise Partnerships (LEPs), businesses and training providers to enable training and skills development. Local apprenticeship schemes will be strongly encouraged.

**Policy BP4 conforms with:** NPPF paras 7,9,20 and 28. JCS Policy CP5 (Employment and Workforce skills)



### **Business Policy 5 (BP5)**

Redevelopment of the Frenchman's Road area

Proposals to redevelop the Frenchman's Road area will be strongly supported. These proposals should, in concept, align with the design brief shown in section 11.5.2 of this plan.

Given the proximity of this area to the town centre, proposals which demonstrate a higher plot ratio (0.75 to 2) should be considered.

See also policy BP6.

**Policy BP5 conforms with:** NPPF paras 7,9,20 and 28. JCS Policy CP4 (Existing Employment Land) and CP5 (Employment and Workforce skills), Employment Land Review Guidance note 2004 (ODPM).

### **Business Policy 6 (BP6)**

Establish a Business Enterprise Centre

Proposals to establish a Business Enterprise Centre within Petersfield will be strongly supported. The Town Council will work with EHDC, HCC, LEPs, the Private Sector and SDNPA seek funding for such a centre. It is considered that the Frenchman's Road area would be suitable for this.

**Policy BP6 conforms with:** NPPF paras 7,9,20 and 28. JCS Policies CP4 (Existing Employment Land), CP5 (Employment and Workforce skills).

### **Business Policy 7 (BP7)**

Encourage the provision of small flexible use modern office space designed for the needs of micro-businesses, possibly via public/private partnership.

Proposals for mixed-use (residential and employment) developments will, in general, be supported. These proposals should demonstrate how they will provide for the needs of local micro-businesses and start-up companies. Specific town centre sites which have been allocated as mixed-use sites are shown in section 11.2.

**Policy BP7 conforms with:** NPPF paras 7,9,20 and 28. JCS Policy CP4 (Existing Employment Land), CP5 (Employment and Workforce skills).

### **Business Policy 8 (BP8)**

Support small creative businesses requiring workshop space

Proposals for the provision small units to support affordable workshop space for small businesses (trades/crafts/social enterprises etc) will be strongly supported. These units should ideally within walking distance of the town centre and should be appropriate to their immediate context.

Proposals for larger employment sites should consider allocating a specific amount of space for this sort of facility.

**Policy BP8 conforms with:** NPPF paras 7,9,20 and 28. JCS Policies CP4 (Existing Employment Land), CP5 (Employment and Workforce skills).

### **Business Policy 9 (BP9)**

Bedford Road improvements

Proposals which enable or support a programme of improvements for the Bedford Road employment area will be strongly supported. These improvements should prioritise landscaping, signage, pedestrian access, cycling and parking provision in these areas.

Proposals should also include the provision of a café or mobile unit to cater for the needs of the workers' lunchtime breaks.

This programme will be included within the Infrastructure Development Plan (IDP) in order to generate funding.

**Policy BP9 conforms with:** NPPF paras 7,9,20 and 28. JCS Policy CP4 (Existing Employment Land).

## 13.8 Retail Policies

OBJECTIVES	SUPPORTING POLICIES
<p><b>RO1</b> Create a vibrant Town Centre that is a hub for the local area.</p>	<p><b>RP1</b> Locate new retail development in the town centre</p>
	<p><b>RP2</b> Maintaining an appropriate mix and balance of retail uses</p>
	<p><b>RP3</b> Temporary Shops</p>
<p><b>RO2</b> Improve the quality and breadth of Petersfield’s regular markets</p>	<p><b>RP4</b> The Market Square</p>

<p><b>Retail Policy 1 (RP1)</b> Resist the loss of retail space in the town centre especially at street level.</p>
<p>Provision of additional retail floorspace (use classes A1 - A5) within the town centre (as defined by Local Plan Policy TC1 and Inset Map 32) will be supported, providing that it complements local provision, is compatible with the size and scale of the town centre and enhances the town’s heritage and built environment. New potential sites (shown in section 11.2) are:</p> <ol style="list-style-type: none"> <li>1. B13</li> <li>2. B14-1, B14-2, B14-3 and B14-4</li> </ol> <p>Outside the defined town centre, new provision will be limited to small scale convenience shops (A1) providing for daily shopping needs of the local community in accordance with Local Plan Policy S5.</p>

**Policy RP1 conforms with:** NPPF paras 23 and 28. JCS Policy CP7 (New Retail Provision) and CP8 (Town and Village Facilities and Services).

### Retail Policy 2 (RP2)

Maintaining an appropriate mix and balance of retail uses

Proposals for a mix of retail uses with the town centre will be encouraged, so that Petersfield retains its market town character, with a range of local shops, national chains, businesses, multiples, cafés and financial services. However, it is important that an appropriate balance of retail uses is maintained and to achieve this, Local Plan Policies S2 and S4 Non-retail uses in Primary and Secondary Shopping Frontages will be applied.

In accordance with Local Plan Policies S2 and S4 where proposals for non-retail uses in the primary and secondary shopping frontages of the town centre would have a detrimental effect on its appearance or vitality and viability, they will be refused. However, above the ground floor, residential and employment uses will be encouraged provided suitable access and appropriate parking provision is available and the town's heritage and built environment is enhanced.

**Policy RP2 conforms with:** NPPF paras 23 and 28. JCS Policy CP7 (New Retail Provision) and CP8 (Town and Village Facilities and Services).

### Retail Policy 3 (RP3)

Temporary Shops

The use of premises for temporary shops or pop-up shops will be encouraged if premises are vacant for 6 months or longer and the proposals accord with planning legislation.

**Policy RP3 conforms with:** NPPF paras 23 and 28. JCS Policy CP7 (New Retail Provision) and CP8 (Town and Village Facilities and Services).

### Retail Policy 4 (RP4)

The Market Square

The use of the Market Square for markets, festivals and the consumption of food and drink will be encouraged subject to appropriate licensing and access arrangements. New and innovative market stalls should be sought and the Farmers' Market (currently on the first Sunday of the month) encouraged to be more frequent and expanded to adjoining streets.

Petersfield Town Council, East Hampshire District Council and Hampshire County Council will be expected to work collaboratively to maximise the benefits of the Market Square for the use of the community at all times.

**Policy RP4 conforms with:** NPPF paras 23 and 28. JCS Policy CP7 (New Retail Provision) and CP8 (Town and Village Facilities and Services).

## 13.9 Tourism Policies

OBJECTIVES	SUPPORTING POLICIES
<b>TO1</b> Improve and Increase hotel accommodation.	<b>TP1</b> Encourage the provision of hotel and holiday accommodation through the planning process. Ideally this should be a mix of good quality accommodation which responds to visitors' demands and supports a sustainable visitor economy.
<b>TO2</b> Provide a new and expanded tourist hub	<b>TP2</b> If feasible, a tourism hub will be created in the town centre bringing together an expanded Petersfield Museum together with the Tourist Information Centre.
	<b>TP3</b> Relocate the Tourist Information Centre from the library to the new tourist hub
	<b>TP4</b> Co-ordinate the promotion of the town and its facilities by the SDNPA, District and Town Councils

<b>Tourism Policy 1 (TP1)</b> Additional Hotel Accommodation
Feedback from public consultation has indicated that there is a significant shortage of hotel and holiday accommodation in the town. This is a significant constraint on our ambition of developing Petersfield as a gateway to the South Downs National Park. The provision of additional holiday accommodation is strongly encouraged. If visitor numbers rise as expected this will become increasingly important. The provision of an 'up market' hotel was a constant topic that was raised by members of the public in all consultation events held. This would additionally present an opportunity to increase the number of business visitors using facilities for conferences and team building events.

**Policy TP1 conforms with:** NPPF paras 7,19,20,23 and 28. JCS Policies CP6 (Rural economy and enterprise), CP8 (Town and village facilities and services) and CP9 (Tourism).

### **Tourism Policy 2 (TP2)**

#### Expanded Tourist Hub

Petersfield has the opportunity to capitalise on being part of the South Downs National Park. To achieve this, we need an expanded and more visible tourist facility which will welcome visitors to our town and provide them with necessary information on local facilities and attractions. Where possible and with the agreement of all interested parties this will use existing buildings, including the former police station and existing museum to provide a heritage, cultural and visitor information centre. It would be a gateway to the South Downs National Park and enable the associated historic, literary and artistic links of the town to its surroundings to be fully explained and developed for present and future generations of residents and visitors.

**Policy TP2 conforms with:** NPPF paras 7,19,20,23 and 28. JCS Policy CP9 (Tourism).

### **Tourism Policy 3 (TP3)**

#### Relocate Tourist Information Centre

The Tourist Information Centre is currently located in the library and is therefore constrained by the library's opening hours. These are considered insufficient. As part of a new tourist hub the TIC should be relocated in the hub with adequate signposts and notices advertising its position.

**Policy TP3 conforms with:** NPPF paras 7,19,20,23 and 28. JCS Policy CP9 (Tourism).

### **Tourism Policy 4 (TP4)**

#### Promoting the Town

Currently the Town Council, District Council and the SDNPA each have their own promotion departments that, for the most part, operate independently. Whilst it is expected that this modus operandi will continue it is considered vital that these three organisations work more closely with a more joined up approach. Each website should provide links to the others where appropriate and should be updated regularly providing information about events, accommodation, transport and any other information needed by visitors. It would be advantageous if one of the three could take the lead in this co-ordination and it is believed that the National Park Authority is best suited to do this.

**Policy TP4 conforms with:** NPPF paras 7,19,20,23 and 28. JCS Policy CP9 (Tourism).

# 14 Supporting Documents and References

## 14.1 Supporting Documents

The following documents are published in support of this plan and can all be found on the Neighbourhood Plan website, [www.petersfieldsplan.co.uk](http://www.petersfieldsplan.co.uk).

<b>Document Name</b>	<b>Purpose</b>
Forming the Plan	Explains the process by which the plan was formed with particular attention to the site selection process
A Housing Mix for Petersfield	Explains how the target housing mix for Petersfield was derived
May Consultation Event Report	Outlines what was presented to the public on the 9/10 <sup>th</sup> May 2014, summarises the results and what actions were then taken.
October Options Weekend Report	Outlines what was presented to the public on the 26/27 <sup>th</sup> Oct 2013, summarises the results and what actions were then taken.
Self Build in Petersfield	Sets out the demand for self/custom build in Petersfield and also outlines how the self-build sites could be delivered
Petersfield Housing Study, Navigus Planning, Sep 13	This is a housing needs study report commissioned by the Neighbourhood Plan steering group.
CBA Detailed Housing Requirement, Oct 13	This is a more detailed analysis of housing requirement for Petersfield which builds upon the Navigus report
Draft Sustainability Assessment (SA)	Provides an assessment of the overall sustainability impact of the plan
SDNPA Updated Landscape Capacity Assessment	Updated version of the SDNPA Landscape Capacity Study for Petersfield – updated Apr 14.
SDNPA PNP Landscape Assessments	Landscape assessments of significant PNP sites that were not previously subject to a detailed landscape assessment by the SDNPA
Consultation Statement	To be issued following the public consultation period
Infrastructure Delivery Plan	To be issued with the final plan

## 14.2 References

### Documents and Reports

[Building for Life 12](#)

[Department for Communities and Local Government: Housing Standards Review, 2013](#)

[East Hampshire District Council Joint Core Strategy \(Adopted 2014\)](#)

[East Hampshire District Council Local Plan Second Review](#)

[East Hampshire District Council Shopfronts Design Guide 2005](#)

[EHDC Commercial property survey May 2014](#)

[EHDC Leisure Built Facilities Strategy 2012 – 2026](#)

[Employment Land reviews Guidance note 2004 \(ODPM\)](#)

[Green Infrastructure Study for East Hampshire District 2011 - 2028 \(July 2013\)](#)

[Kingshurst Consultancy Group, East Hants Employment and Skills Audit & Action Plan, June 2010](#)

[Mayor of London – Housing Space Standards \(2006\)](#)

[Nathaniel Lichfield & Partners Report, Petersfield Retail Study, August 2012](#)

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[National Planning Policy Framework \(2012\)](#)

[Petersfield Area Transport Strategy \(PATs\) 2000 – 2011](#)

[Petersfield Conservation Area Character Appraisal and Management Plan April 2014 \(The Conservation Studio\) \*\*to be published\*\*](#)

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[Petersfield Heath Management Plan 2005 - 2010, Heathland Management Services for Petersfield Town Council 2005](#)

[Petersfield Nature - A Biodiversity Action Plan for Petersfield \(December 2013\)](#)

[Petersfield Town Design Statement \(2010\)](#)

[RIBA – The Case for Space, The Size of England’s New Homes \(2011\)](#)

[Rotherlands Nature Conservation Management Plan, Petersfield Town Council, Ron Allen, The Environmental Project Consulting Group, November 1997](#)

[South Downs Integrated Landscape Character Assessment \(2011\)](#)

[South Downs Landscape Assessment for Petersfield Reserve Sites Report \(May 13\)](#)

[South Downs Landscape Capacity Study for Petersfield and Liss \(Jun 13\)](#)

[South Downs National Park Access Network and Accessible Natural Greenspace Study \(January 2014\)](#)

[South Downs National Park Authority - Viability Assessment: Community Infrastructure Levy & Affordable Housing](#)

[Strategic Flood Risk Assessment for Local Development Framework, Halcrow Group Limited \(April 2008\)](#)

[South Downs National Park Local Plan](#)

[South Downs Partnership Management Plan 2014 – 2019, 2013](#)

[The Cycle Plan for East Hampshire \(2013\)](#)

[The East Hampshire District Transport \(access\) Statement \(Sep 12\)](#)

[The Petersfield Plan - Baseline Report: Issues and Choices, June 2011 \(David Lock Associates\)](#)

[The Petersfield Plan – Options Report, Oct 2011 \(David Lock Associates\)](#)

### Websites

[CABE at the Design Council](#)

[Census 2001, 2011](#)

[Co-housing in the UK](#)

[Community Land Trusts](#)

[EHDC - Countryside](#)

[EHDC – Conservation Areas](#)

[EHDC – Listed Buildings](#)

[EHDC – Natural and Built Environment](#)

[EHDC – Planning Applications](#)



[Friends of Petersfield Heath](#)  
[Government Policies on Self and Custom Build](#)  
[Hampshire Home Choice](#)  
[Land Registry](#)  
[Office for National Statistics](#)  
[SDNPA - Conservation](#)  
[The National Self Build Association](#)  
[The Petersfield Society](#)  
[The Self Build Portal](#)  
[Valuation Office Agency](#)

## **Books**

*Living Streets*, 2005

*Postwar Petersfield* - David Jeffery, Sutton Publishing, Stroud, Gloucestershire 2006

*Risk*, Prof J Adams, 2006.

*Shared space – room for everyone. A vision for public spaces.* Interegg 111b .pb Frysian Province, Leeuwarden Netherlands. On behalf of German, Uk, Holland, France, Belgium. 2007.

*Streets for All SE and Various publications.* Ben Hamilton Baillee, 2000+

*The Buildings of England - Hampshire: Winchester and the North*, Michael Bullen, John Crook, Rodney and Nikolaus Pevsner, Yale University Press, London 2010

# 15 Acknowledgements

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# Annex A – A3 Maps

This section contains the following maps which are larger copies of the maps in section 11:

**Overall Site Allocation** – this map shows the overall allocation of sites for housing, employment, community use and green space.

**Town Centre Opportunities** – this map shows the more detailed town centre sites that have been allocated for residential or employment use. It is referenced by the Housing and Business policies in section 13.

**Getting Around** – this map details the improvements which need to be made to our road and cycle networks and should be read in conjunction with section 5.

**Parking** – this map summarises our strategy for parking and should also be read in conjunction with section 5.

**Town Centre Vision** – this map shows a vision for the town centre.