



Petersfield Neighbourhood Plan



The Big Plan Event

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Summary

The Big Plan event was held on the 9th and 10th May 2014 at the Petersfield Festival Hall and was the first opportunity for the community to see the emerging draft Petersfield Neighbourhood Plan. It was the final public exhibition delivered as part of the extensive community engagement exercise that has been a core part of the delivery of the draft Petersfield Neighbourhood Plan.

The event was extensively promoted throughout the community and the level of engagement was high with around 1,050 people visiting the exhibition. The community could also view all of the information on the Petersfield Neighbourhood Plan's website and could make representations for a further 10 days following the event.

Through previous engagement events, various options had been considered and comments, views analysed and themes identified. Therefore at this event the project group was keen to understand what the community thought of the plan as an overall entity and whether they would give their support to the plan in its format as presented. The community's view was clear; 85% of those who attended the event said they would support the plan, 14% said they wouldn't and 1% were unsure.

The feedback was analysed and comments coded to identify common issues, the project group could then decide whether the issue was something the plan could address.

1.1 Format of the Event

The PNP project group used their experience of delivering previous community engagement events and identified that one of the key challenges was to engage with the community all aspects of the plan. Interaction with the audience was key to maintain their engagement.

The information on display consisted of the entire draft plan, split into the 8 topics areas, plus the master plan for the Town Centre. The PNP project group also required that the background to the development of the draft plan was communicated at the event. This resulted in large quantity of information that was going to be on display so a key challenge was how to present all of this information in an engaging manner.

The PNP project group came up with a highly innovative approach, which was to display the policies and background information, together with maps on LCD touchscreens throughout the exhibition hall. This was backed up with printed copies of the policies and maps available to take away. Maps and master plans were also projected onto a huge cinema display screen on the stage area of the hall.

The group had learnt through previous community engagement activities that visitors highly valued the opportunity of a formal presentation. Therefore the event was designed so that everyone attending passed through a smaller side room, before entering the main exhibition hall, to watch a short 8 minute video presentation explaining the background of the Petersfield Neighbourhood Plan, the work carried out to date and what the next stages were. The video was continuously repeated with a 3 minute gap between each showing. By adopting this method of repetition it ensured that visitors wouldn't have an unduly long wait and therefore maximised their engagement in the presentation.

As visitors entered the exhibition they were handed a printed welcome sheet, see Figure 2, along with a set of key FAQ's. See Annex D for a full version. In addition they were given a small A5 sized 'voting' form which asked the question "If you were to vote today, would you support the Petersfield Neighbourhood Plan" with two boxes, one for yes, the other for no. There was also an area on the form to add comments. See Annex C for a full version.



Figure 1 Photograph of the main exhibition hall.



Hello!

Welcome and thank you for coming along to the Big Plan exhibition. This is your opportunity to see what's going to form part of Petersfield's Neighbourhood Plan. This is a plan for our community of Petersfield which has been developed by the community. There's never been a plan like it before.

Before you enter the main exhibition hall, please visit the Rose Room for a short video about the Neighbourhood Plan and the work we have done to reach this stage.

We're presenting information on how the future development of Petersfield can be shaped over the next 15 years. All of this forms the Neighbourhood Plan, which means that development in Petersfield can work together to enhance our community rather than just leaving it to the kind of piecemeal development that might have occurred in the past.

We want you to look at the Plan as a whole and say whether you would support it. There may be bits of the Plan you don't like, but it's important that you also consider whether it's good for the overall community.

Without this Neighbourhood Plan, the development of over 700 homes will still happen, but it would happen in a way that our town and community has no real say.

Our community's Vision for Petersfield will be delivered by a series of Objectives and Policies, you can see all of these in the Exhibition Hall, and they cover 7 key topics; Community, Business & Retail, Tourism, Housing, Getting Around, Natural Environment and Built Environment. Any future development in our town should have to comply with these policies.

Additionally, for each of the sites that we have allocated for housing development we have created some design principles which would have to be followed by anyone wanting to develop a particular site.

We have created some maps so that you can see how all of these development sites could fit together and help shape the future of Petersfield.

You can view all of this information on the interactive screens in the exhibition hall. There are also some printed versions for you to take home.

Please use the voting and comment form to let us know whether you'd support our community's Plan.

You can find out more information online at www.petersfieldplan.co.uk and send your comments through the website. You can also write to Petersfield's Neighbourhood Plan, c/o The Town Hall, Heath Road, Petersfield GU24 4EA.

Figure 2 - The Introduction Leaflet & FAQ



Figure 3 - Photograph of main exhibition hall.



Figure 4 – Visitors making comments and studying printed hand outs.



Figure 5 - Screen shot of the interactive LCD screen

1.2 Pre Event Publicity

There was extensive publicity throughout the community in the lead up to the event. The date of the event was announced in January and frequent coverage in the local printed press of the neighbourhood plan often made mention of the forthcoming event.

In the month leading up to the event, the existing PNP branding already installed at eight Town Council bus shelters and property across the town was refreshed and additional 'straplines' added promoting the event, date and location. Six PVC banners were displayed at key locations owned by the Town Council such as recreation grounds. Correx boards were displayed at several other recreation areas.



Figure 6 - Bus Stop Shelter PNP Branding



Figure 7 - Bus Stop Shelter PNP Branding



Figure 8 - PVC Banner installed at The Heath, a popular community recreation facility



Figure 9 - Correx board promoting the event.



Figure 10 - Facebook Update

There were frequent updates on the website, social media (Facebook) and the email distribution list, consisting of 800 addresses of people in the community who had taken part in previous engagement exercises. The Facebook update which was reposted by local organisation, Petersfield Festivals, was seen by over 900 people.

Two weeks before the event a postcard was produced and delivered by Royal Mail to all 6300 postal addresses in Petersfield. See Annex B for the full version.



Figure 11 - Postcard delivered to 6300 households.

In the week leading up to the event both local newspapers lead with front page coverage about the Big Plan event. Both local newspapers in Petersfield; The Herald and The Petersfield Post have a loyal traditional readership, in particular the Petersfield Post has strong support in the town with circulation figures of around 6,500 (ABC figures Jul to Dec 2012).



Figure 12 - Petersfield Post front page, 7th May 2014



Figure 13 - The Herald front page, 9th May 2014. Leading article takes a sports theme on the PNP exhibition, plus additional article specifically focusing on housing.

1.3 Number of Visitors

Visitors were counted as they entered the exhibition in hourly blocks. The total number recorded was 1033, although for the period 1500 until 1600 on the Saturday visitors numbers aren't available.

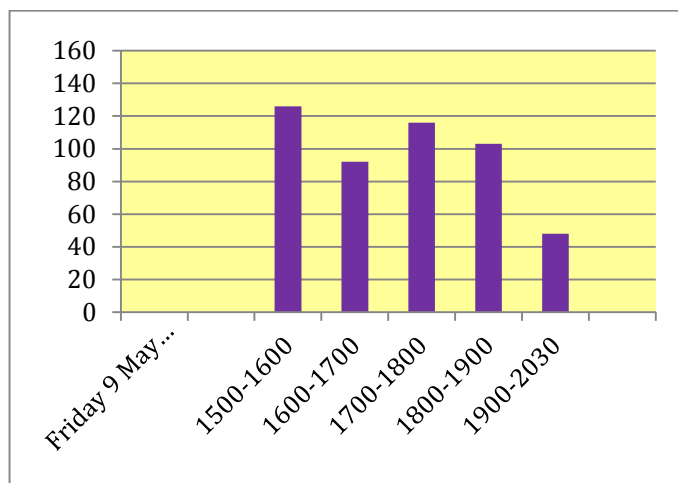


Figure 14 - Attendees on Friday

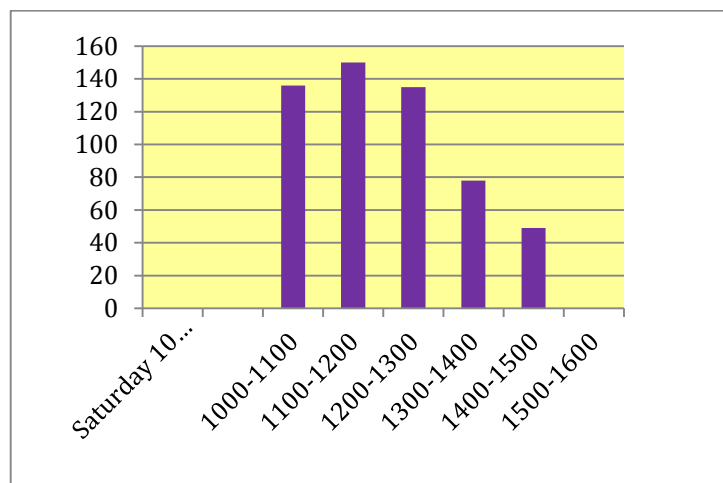


Figure 15 - Attendees on Saturday

1.4 Profile of Attendees.

Everyone that visited the exhibition was given a comments form, which asked for information such as the postcode and age group of the visitor.

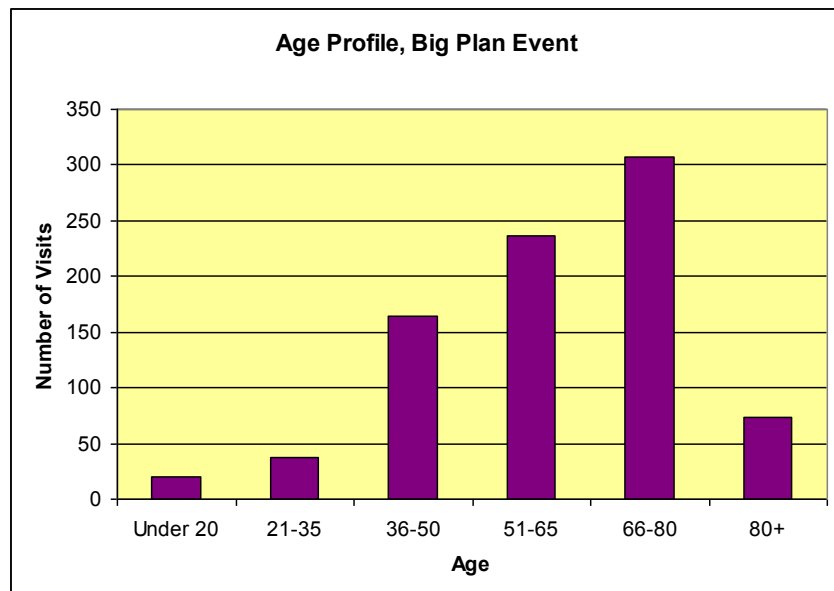


Figure 16 - Age Profile of Attendees

Visitors were predominately from Petersfield, with a number from adjoining parishes and a few from the wider East Hampshire area. 812 comment forms indicated a postcode and these have been geocached and plotted on a map, see figure 16 and 17, to indicate the number of visitors from each postcode. This presents a clear visual graphic of comprehensive representation from across the geographic layout of Petersfield.

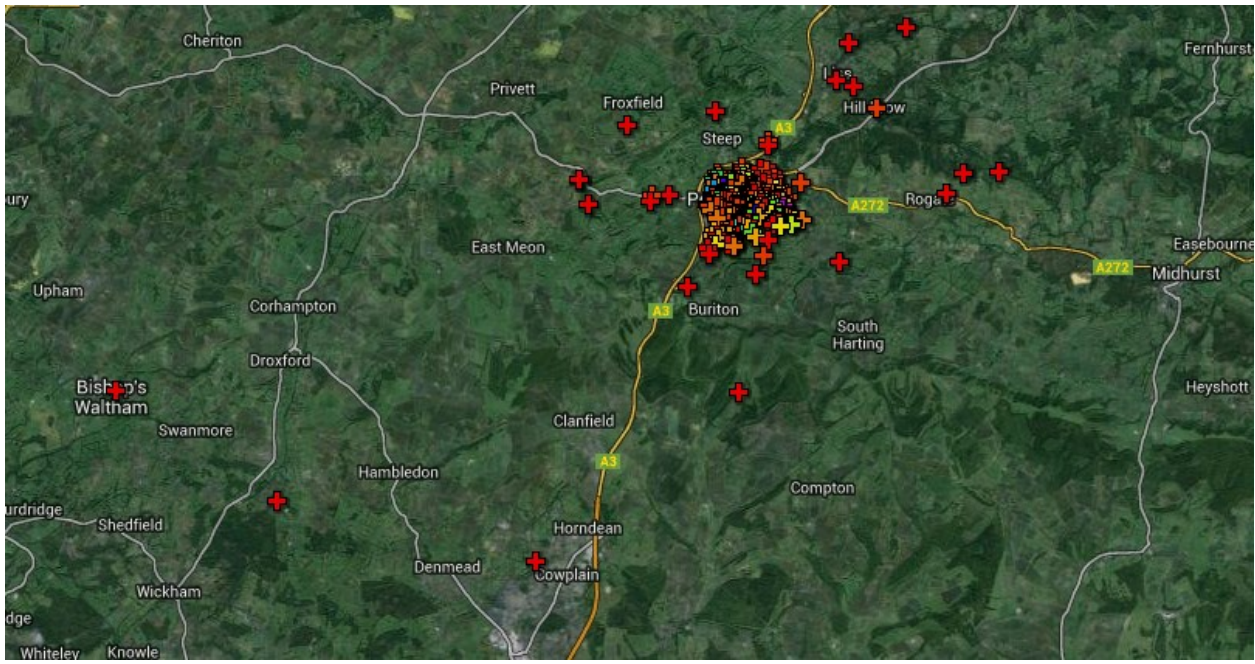
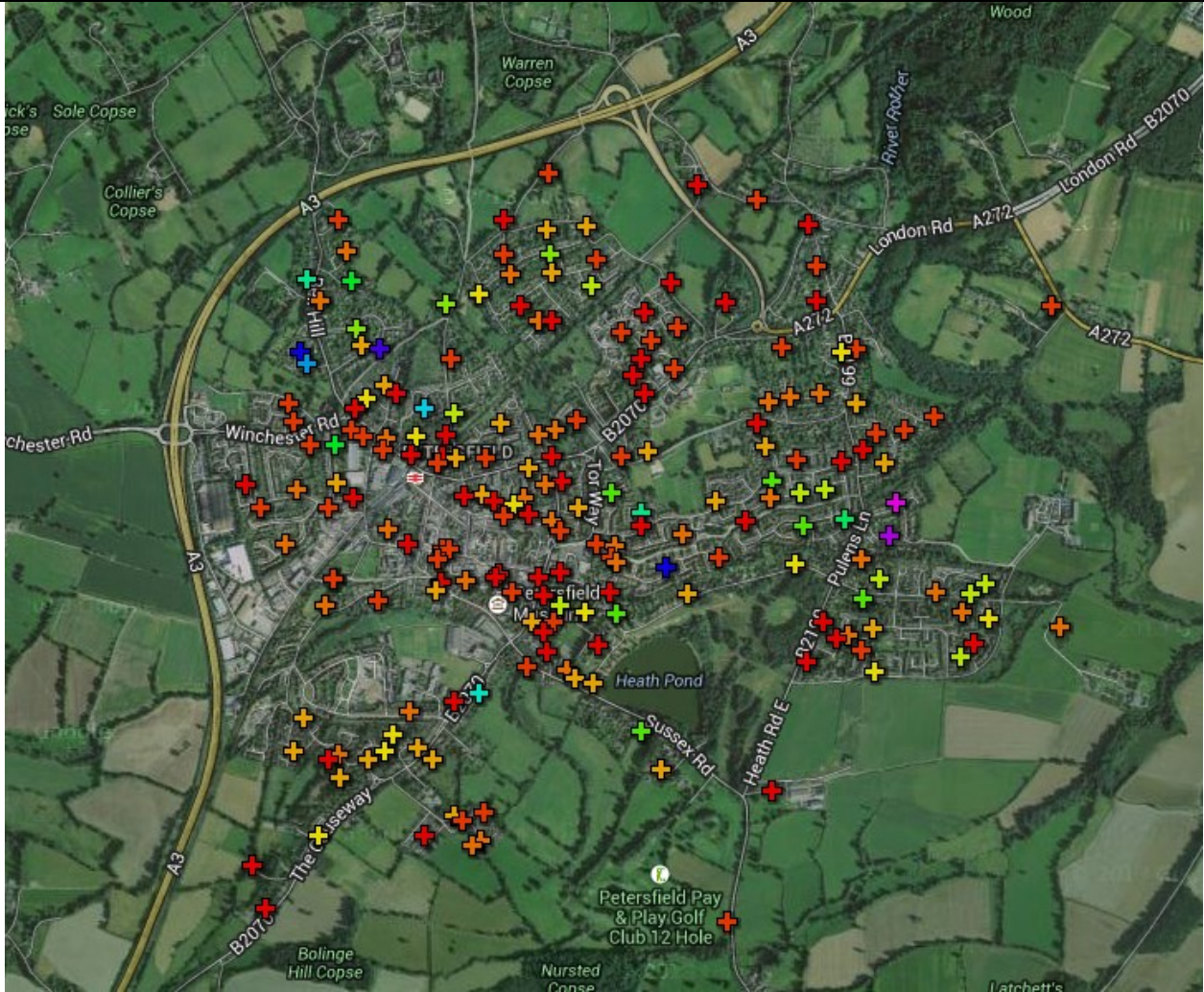


Figure 17 - Location of Attendees, East Hampshire



Colour of marker indicates the number of visitors from that postcode.

- 22
- 17
- 12
- 6
- 1

Figure 18 - Location of Attendees, Petersfield

1.5 Feedback from Visitors

Each visitor was given a comments form. An example form is shown in Annex C. 990 representations were made either during the event or in the following 10 days through the website or directly to the Town Council. Each comment was analysed and allocated a grouping. The groupings were then allocated a PNP theme (eg Housing, Town Centre, Community etc). The full list of feedback groupings can be viewed in Annex A. Where the total number of comments for a particular group exceeded 4% of the total, it was flagged up for further discussion at the following PNP Project group meeting.

The following comment areas exceeded the 4% threshold

Comments	Percentage
Good/excellent/thank-you/good plan/improvement on last time	19%
Parking in town centre an issue/loss of spaces/Festival Hall/Waitrose	10%
Traffic increases on Winchester Rd/already busy/backups from railway	4%
Other Transport	5%
Against building on public/recreation ground/local amenities (Bell Hill rec)	19%
Other Housing	11%
Need investment in infrastructure/schools/doctors/public transport	7%
Support access to H2/H11 from Winchester rd	4%

1.6 Following the Event

All information from the event was displayed on the PNP website and comments were invited for a further 10 days. Comments could also be submitted in writing c/o the Town Hall.

There was good press coverage following the exhibition with a 2 page feature article covering the main topics of the plan in the Petersfield Post.

Once feedback from online and postal comments had been analysed the PNP project group met to discuss the key issues that were identified and decide if any modifications would need to be made to the emerging draft plan.

Annex A – Feedback Comments

The total number of comments received was 990. The comments, along with coding group are shown in this document.

CODING FRAME FOR PNP BIG EVENT COMMENTS		No	%	Yes	%	Other (note 2)	TOTAL	%
OVERALL		112		288		190	590	
1	Good/excellent/thank-you/good plan/improvement on last time	1	1%	51	##	2	54	9%
2	700 houses too much/question 700/need to set a maximum	5	4%	11	4%		16	3%
3	Will change town/character/lose tranquility/natural environment/market town	9	8%	7	2%	1	17	3%
4	Need to see more detail before I decide	6	5%	13	5%		19	3%
5	Need to engage/listen to public/PNP come to residents meetings	4	4%	4	1%		8	1%
6	Need to seek opinions/represent those in villages that use town		0%	2	1%		2	0%
7	Problem with developers/oppose submitting early/not developer led		0%	5	2%	2	7	1%
11	Other Overall	7	6%	13	5%		20	3%
TRANSPORT			0%		0%		0	0%
12	Parking in town centre an issue/loss of spaces/Festival Hall/Waitrose	7	6%	48	##	2	57	10%
	Need more/safer cycle routes/Separate from pedestrians/plan does not show clearly	1	1%	15	5%		16	3%
14	Traffic increases on Causeway/ already busy/need calming	5	4%	9	3%		14	2%
15	Traffic increases in Moggs Mead area/need calming/Tor way junction	3	3%	8	3%	2	13	2%
16	Traffic increases on Bell Hill/already busy/need calming	9	8%	1	0%	8	18	3%
17	Traffic increases on Winchester Rd/already busy/backs up from railway	4	4%	4	1%	16	24	4%
18	Traffic increases on Durford rd/Pullens lane area already busy/need calming	8	7%	2	1%	8	18	3%
19	Traffic increases in Larcombe rd/create rat-run		0%	2	1%		2	0%
20	Traffic increases (not specific) must include calming	5	4%	4	1%	1	10	2%
21	Need to address/deter shoppers/commuters parking in residential streets (not specific)	1	1%	13	5%		14	2%
22	Need to address/deter shoppers/commuters parking in residential streets Moggs mead/Herne farm area	1	1%	8	3%		9	2%
23	Need to address/deter shoppers/commuters parking in residential streets (Rushes rd/Frenchmans area)	1	1%	2	1%		3	1%
24	Sort out/Roundabout/lights Pullens Lane/old A3 junction	1	1%	2	1%		3	1%
25	Sort out/ Roundabout/lights Causeway/Dragon st/Sussex rd junction		0%	6	2%		6	1%
26	Make it one way in Lavant st/sort traffic issues		0%	0	0%		0	0%
27	Pedestrianise High st/square/centre/some of the time/weekends	2	2%	18	6%		20	3%
28	Dont pedestrianise /not everyone can walk/cycle/elderly/children		0%	9	3%		9	2%
29	Free car parking on sundays		0%	1	0%		1	0%
30	Other Transport	1	1%	26	9%	1	28	5%
31	Traffic on Tilmore rd/pedestrian safety on bridge	1	1%	4	1%		5	1%
32			0%		0%		0	0%
33	Access issues H3/H8	9	8%	1	0%		10	2%
34	Against building on Causeway Farm/Broadway Farm/already refused	7	6%		0%	2	9	2%
HOUSING			0%		0%		0	0%
35	Against building on public/recreation ground/local amenities (not specific)	2	2%	10	3%	3	15	3%
36	Against building on public/recreation ground/local amenities (Bell Hill rec)	19	##	4	1%	92	115	19%
37	Against building on public/recreation ground/local amenities (Love Lane)	7	6%	6	2%	3	16	3%
38	House designs need to be good/controlled/fit in/poor in the past	1	1%	10	3%		11	2%
39	Ensure enough off-street parking for new houses		0%	5	2%		5	1%
40	Good about affordable housing/first-time buyers/self-build	1	1%	12	4%		13	2%
41	Housing densities too high (not specific area)/reduce for improved quality of life	2	2%	3	1%		5	1%

42	Flooding Issues H1/H4/H7	1	1%	3	1%			4	1%
43	Denities too high on H4/H7		0%	1	0%			1	0%
44	H4/H7 too far from town		0%	0	0%			0	0%
45	Access issues H4/H7		0%	1	0%			1	0%
46	Access issues H2/H11/top of Bell Hill/dangerous turning/narrow lane	11	##	2	1%	2		15	3%
47	Should build in Causeway area/good access to A3	9	8%	2	1%			11	2%
48	Should build in Sussex rd/central location	2	2%	0	0%	4		6	1%
49	Should build in Penns Place/space on council car park/west of Petersfield	2	2%	1	0%			3	1%
50	Other Housing	24	##	23	8%	18		65	11%
51	H3/H8 too far from town/elderly to walk/elderly need to be more central	7	6%	6	2%	1		14	2%
52	Density H11/H2	1	1%	1	0%			2	0%
	COMMUNITY		0%		0%			0	0%
54	Need investment in infrastructure/schools/doctors/public transport	8	7%	31	##	1		40	7%
55	Need more sports/leisure facilities for 16-25's/community spaces if population growing		0%	7	2%			7	1%
56	Concerns about losing Infants school	2	2%	3	1%			5	1%
57	Community Centre should be in town/not outskirts/too far out/more cars	3	3%	5	2%	1		9	2%
58	Leave community centre	1	1%	5	2%			6	1%
59	Other Community	4	4%	15	5%	6		25	4%
60	Sports hub at Penns field		0%	4	1%			4	1%
	TOWN CENTRE		0%		0%	1		1	0%
62	Need a hotel		0%	4	1%			4	1%
63	Don't need a hotel	1	1%	2	1%			3	1%
64	Protect Physic garden/don't change/access		0%	1	0%			1	0%
65	Improve Lavant st/parking at angle/planting/view from station		0%	7	2%			7	1%
66	Other Town Centre	1	1%	8	3%			9	2%
			0%		0%			0	0%
	BUSINESS		0%		0%			0	0%
67	Issues with H7/gas pipe/flooding		0%	2	1%			2	0%
68	No more supermarkets		0%	1	0%			1	0%
69	Access issues Chicken shed site/Lorries/more traffic		0%	1	0%	4		5	1%
70	Other business	5	4%	5	2%			10	2%
								0	0%
	ADDITIONAL HOUSING							0	0%
71	Increase density H2 to accommodate H11					5		5	1%
72	Access issues H3					6		6	1%
73	Access issues H10					4		4	1%
74	Support H2 but not H11					5		5	1%
75	Against H11					18		18	3%
76	Support access to H2/H11 from Wincheser rd					21		21	4%

Note1 Percentages do not add up to 100% (except age), respondents give multiple answers

Note2 Other comments; letters recived/website etc

TOTALS

See Note 1

See Note 2

Yes, No comment	341
Yes, positive only	43
Yes but.....	288
TOTAL YES	672
No, no comment	16
No because.....	112
TOTAL NO	128
COMMENTS RECEIVED WITH NO VOTING INTENTION	190
TOTAL	990

Annex B – Publicity Postcard

Preview the Big Plan for Petersfield 9th/10th May @ Petersfield Festival Hall *Your opportunity to view the final Plan. Join in!*

A group of local volunteers has now been working for over a year to understand what you want for the future of your town.

You have had a lot to say. You've told us that Petersfield is a special place to live and that you want to keep it that way. You've told us that you understand we need to build new homes, but you don't want any more large greenfield developments. You've told us that you want to be able to park safely and easily near your home. You've told us that you would prefer to get around town on foot or on a bike – if it was safe enough. You've told us that having affordable homes for the young people of Petersfield is important whilst the amount of housing we can offer both growing families and an ageing population needs to be considered. You've said a lot more besides ...



Petersfield's
Neighbourhood
Plan



On the 9th or 10th of May, come to the Festival Hall and help shape the future of Petersfield.

You'll remember we held an Options Weekend back in October 2013.

We have used the community's feedback from that event to help develop the draft plan.

There are going to be 700 new homes built in Petersfield in the next 15 years. The Neighbourhood Plan can't prevent that from happening, but it can say where they go, what they look like and how the community can benefit from them.

The plan will allocate sites in Petersfield that can accommodate new homes, community facilities and business opportunities as well as improving some existing ones.

There are also important policies that will help maintain the character of Petersfield and ensure the look and feel of new development benefit the community.

There will be a referendum in the autumn for you to vote whether to accept the Plan, but we still need to make sure that we've got the support of the community right now.

This is an important moment in the history of our town. Come and join in - don't say you we didn't ask you!



Preview Petersfield's Big Plan - Petersfield Festival Hall
Friday 9th May 3pm - 8.30pm | Saturday 10th May 10am - 4pm



Petersfield's
Neighbourhood
Plan

Petersfield Neighbourhood Plan
www.petersfieldsplan.co.uk

Annex C – Comments Form

If you were to vote today, would you support the Petersfield Neighbourhood Plan?

YES

NO

(Please use the comments box to let us know why.)

What is your Postcode :

Please indicate your age group :

Under 20	<input type="checkbox"/>	36 to 50	<input type="checkbox"/>	66 to 80	<input checked="" type="checkbox"/>
21 to 35	<input type="checkbox"/>	51 to 65	<input type="checkbox"/>	80 +	<input type="checkbox"/>

(12)
(54)
(21)

Any Comments?

Concerns about parking,
schools, doctors & infrastructure

Too much on road parking
already.

Annex D – Introduction and FAQ Leaflet



Petersfield's
Neighbourhood
Plan



The Big Plan @ Petersfield Festival Hall. 9th & 10th May 2014

Hello!

Welcome and thank you for coming along to the Big Plan exhibition. This is your opportunity to see what's going to form part of Petersfield's Neighbourhood Plan. This is a plan for our community of Petersfield, which has been developed by the community. There's never been a plan like it before. Before you enter the main exhibition hall, please visit the Rose Room for a short video about the Neighbourhood Plan and the work we have done to reach this stage.

We're presenting information on how the future development of Petersfield can be shaped over the next 15 years. All of this forms the Neighbourhood Plan, which means that development in Petersfield can work together to enhance our community rather than just leaving it to the kind of piecemeal development that might have occurred in the past.

We want you to at look at the Plan as a whole and say whether you would support it. There may be bits of the Plan you don't like, but it's important that you also consider whether it's good for the overall community.

Without this Neighbourhood Plan, the development of over 700 homes will still happen, but it would happen in a way that our town and community has no real say.

Our community's Vision for Petersfield will be delivered by a series of Objectives and Policies, you can see all of these in the Exhibition Hall, and they cover 7 key topics; Community, Business & Retail, Tourism, Housing, Getting Around, Natural Environment and Built Environment. Any future development in our town should have to comply with these policies.

Additionally, for each of the sites that we have allocated for housing development we have created some design principles which would have to be followed by anyone wanting to develop a particular site. We have created some maps so that you can see how all of these development sites could fit together and help shape the future of Petersfield.

You can view all of this information on the interactive screens in the exhibition hall. There are also some printed versions for you to take home.

Please use the voting and comment form to let us know whether you'd support our community's Plan.

You can find out more information online at www.petersfieldsplan.co.uk and send your comments through the website. You can also write to Petersfield's Neighbourhood Plan, c/o The Town Hall, Heath Road, Petersfield GU31 4EA

Petersfield - A Great Place to Live, A Great Place to Visit.

Our Community's 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.

Here are some Frequently Asked Questions about Petersfield's Neighbourhood Plan:

Who are you?
<p>We are a mixture of local residents, members of the town council together with representatives of East Hants District Council the South Downs National Park Authority. However, we are essentially a volunteer group which is independent of any particular authority.</p> <p>The Project Group was open to any members of our community who were interested in helping with the work of the plan. 11 residents from across the town are part of the Project Group, along with 3 town councillors and representatives from East Hants District Council (EHDC) and the South Downs National Park Authority (SDNPA) and Hampshire County Council (HCC)</p>
What is the Joint Core Strategy (JCS)?
<p>It's similar to our Neighbourhood Plan but covers the whole of East Hampshire and in planning terms, it sits above the Neighbourhood Plan. It is a joint plan produced by East Hants District Council (EHDC) and the South Downs National Park Authority (SDNPA). It sets out the level of development required to maintain the viability and sustainability of the area, it can also identify where this development should take place, but, for Petersfield, it is our Neighbourhood Plan that will determine the actual location of new development. The JCS will determine the overall number of new homes and strategic matters such as major transport routes. The JCS requires a minimum of 700 homes in Petersfield.</p>
Does the Neighbourhood Plan have to conform to the Local Plan and/or the Joint Core Strategy?
<p>The Local Plan is really the Joint Core Strategy. Following the approval of the JCS, the SDNPA will prepare a Local Plan. But the Local Plan for the South Downs will refer to the PNP for detailed local planning policy, which is why this project is so critical.</p> <p>A Government Planning Inspector will test that the Neighbourhood Plan is in general conformity with the Local Plan and JCS, and that when adopted the PNP will represent part of the formal 'development plan' and will need to be taken account in determining planning applications.</p>
How much is this costing the town?
<p>The final cost is expected to be between £90,000 to £100,000. This has been borne by the South Downs National Park Authority, Petersfield Town Council plus grants from a variety of sources including the central Government Frontrunner grant. However, much of the effort that will go into the plan will be provided by volunteers - we therefore estimate that there will be an additional 'in-kind' contribution of at least £30,000.</p>
How can I be sure that the plan isn't being unduly influenced by developers or landowners?
<p>All members of the Steering and Project Groups are required to sign a register of pecuniary interests to ensure that they are acting only in the best interests of the town.</p>
How did you come up with site xx? Were other sites considered?
<p>The Neighbourhood Plan team initially compiled a list of all potential development sites. This list was drawn from the local authority's Strategic Housing Land Availability Assessment (SHLAA), input from the public</p>

via the Interactive Map and, finally, an examination of any other potential sites which had not previously been considered. This provided us with a list of over 70 sites which included absolutely everything (even The Heath!). This was done to ensure that we had properly considered all the potential options.

These sites were then evaluated by two different external planning consultants to give us a Red/Amber status for each site (i.e. 'not developable' or 'has some potential'). The Amber sites were given to an urban designer to prepare the options for the weekend. The next stage was to engage with a set of external professionals conduct a Sustainability Appraisal of the remaining sites. This further refined the sites that are available by determining whether there are any significant issues with access, landscape impact, environmental impact etc. that could not be overcome or mitigated. Finally, the remaining sites were evaluated by the planning group for their degree of alignment with the vision and also against other factors such as availability and landscape impact. This was a logical, fair and dispassionate process which resulted in the best combination of sites for the town as a whole

Site xx is subject to flooding

No sites wholly within areas designated by the Environment Agency as being within Flood Zones 2 or 3 were considered. The detailed vulnerability of all or part of a site to flooding has been considered by the SA/SEA and sites which are unsuitable for development (even using mitigation) will be discounted. The Environment Agency will be a formal consultee on the draft Plan. If you have evidence which contradicts the Environment Agency's assessment, then please let us (and the EA) know.

The proposal is contrary to the NPPF as major development in a national park should only take place in exceptional circumstances.

We have to meet the JCS requirement of 700 homes and this cannot be accommodated within the current settlement boundary - some development outside the settlement boundary is therefore inevitable. The NPPF also applies to all areas of Petersfield so it cannot be used to defend or promote a certain site. If you disagree with the allocation of 700 homes, then you should challenge the JCS, not the Neighbourhood Plan as the overall allocation is not within our remit. The NPPF also sets out a presumption in favour of sustainable development. As the only National Park in the South East where there is huge demand for additional housing this in itself, could be considered an exceptional circumstance. Furthermore, if Petersfield was not within a National Park, the requirement placed upon us for new homes would probably be significantly higher.

Sites to the west of the railway line are separated from most facilities by the railway line and therefore should not be developed

The railway line is of limited impact for people who are walking or cycling - which are the modes of transport we wish to encourage. People to the west of the railway line can also access the A3 without crossing the railway line and thus, if these people commute to work outside Petersfield, having homes with easy access to the A3 will actually reduce congestion when compared to east of the railway line. However, we would hope that those living west of the railway line but in close proximity to it to use public transport where possible.

Why is 'walkability' such an important factor?

This is a key part of maintaining a sustainable town and encourages people to walk/cycle more, thus reducing car usage. However, this is just one factor and was considered alongside many others such as access, landscape etc

Development of site xx will have a significant impact on the landscape/countryside.

All sites have been evaluated fairly for their impact. There are no easy options and we will need to judge the combination of sites and densities that have the least impact overall. The SDNPA have conducted a landscape analysis of all the major potential sites which will give us a clear indication of what level of development would be appropriate on each site. As a town in a National Park we have to accept that few sites will have no impact on the landscape if developed.

The Neighbourhood Plan is proposing building on sites which are outside the current Settlement Boundary.

We cannot accommodate up to 700 homes within the current boundary. The PNP must therefore consider sites outside the boundary and therefore the boundary will be re-drawn accordingly. All potential sites within the existing settlement boundary have been assessed.

Shouldn't we build on brownfield sites in preference to greenfield?

This principle is agreed, but there are simply not enough brownfield sites to accommodate the required number of new homes.

Buildings closer to the A3 would be affected by noise pollution.

Yes, but this in itself does not preclude development. Re-surfacing may be possible and we will discuss this with the Highways Agency There are already a number of homes closer to the A3 than the proposed sites.

What does housing density look like? Please can you give some examples of dwellings per hectare (dph)?

Typical examples within Petersfield are: Ramshill Development (new, mixed development) - 40 to 50 dph; Heath Road, 5.8 dph; Coxes Meadow, 6.2 dph; Larcombe Road, 29.2 dph; Osborne Road, 43 dph; Charlton Drive, 42 dph; Fitzhamon House (corner of Moggs Mead/Torway), 60 dph. There is a slide in the exhibition that explains more about densities.

There is not enough parking provided with new developments.
Our plan has a policy which mandates a minimum amount of parking for both cars and bicycles. See Housing policy H9 for more details.
We shouldn't build on existing green or recreational space.
We have a policy that ensures that there is no overall loss of recreational space or green space. So this means if development occurs on recreational space or green space this would have to be provided elsewhere in the town so we maintain the current levels of recreational and green space the town has access to now. In fact we hope to enhance the current provision of green and recreation space through the neighbourhood plan
Where did the allocation of 700 new homes come from?
This is set in the Joint Core Strategy. The SDNPA put forward a figure of 400 to 700 homes and is the amount of development that the SDNPA believes can be accommodated without undue impact on the National Park landscape and they have done this whilst considering the impacts on SDNP landscape and other special considerations. The independent Government Inspector, who has to approve the JCS has recommended that the final figure is a of <i>minimum</i> of 700 as a requirement for Petersfield. The Neighbourhood Plan team has no influence over this figure - we just have to product a viable plan which will meet this number of new homes.
We must retain our footpaths
Yes - there is a specific policy in the Natural Environment area which will ensure this. We will also look to enhance and where possible provide new footpaths through the new developments.
Site xx will result in transport/access problems.
This will be assessed at a high level by the Sustainability and Environmental Appraisal (SA/SEA). Hants County Council Highways will be involved in the design and evaluation of the final plan and will provide oversight of this sort of issue. It should be noted that no site will be completely free of traffic/transport issues as any development will naturally increase traffic flows. Access issues can also be addressed with appropriate mitigation and thus this does not necessarily preclude the development of a particular site. Furthermore, the principles of 'compactness' and 'walkability' are intended to minimise residents' use of vehicles within the town as far as possible.

Neighbourhood Plan Workshop
Churcher's College Lower Sixth Form
Monday June 17 2013

Approximately 80 students attended the workshop. The attendees were split into eight groups. Each group debated one of the eight themes.

LAND USE - HOUSING & COMMUNITY FACILITIES

HOUSING QUESTIONS

1. Does Petersfield need more housing?
 - *No new housing, possibly upgrade existing stock.*
2. How many houses should be added each year?
3. What types of housing are needed – flats and town houses, 2 bedroom terraces, detached or semi-detached bungalows, semi-detached or detached, what mix of 3,4or 5 bedroom houses?
 - *New family homes?*
4. What percentage of new homes should be “affordable”?
5. What does “affordable” housing mean in Petersfield? Buying or renting?
6. Should we be innovative in design and quality? What is important?
7. What else should be considered – facilities, such as schools, doctors, dentists etc, infrastructure including roads, services, broadband, green spaces and general ambience?
 - *Other facilities such as outdoor gym, WIFI Hotspots, more tennis courts, more clothes shops for the 18-25 groups, free car parking, better facilities on the Heath.*
8. Where should housing sites be allocated? Large green field sites, small green field sites. Infill sites, brown field sites?

9. How do you reconcile building on in-fill sites with maintaining green spaces?

- *Plant more trees. Plant three for every one removed.*

COMMUNITY FACILITIES

QUESTIONS

1. Does Petersfield need any additional Community Facilities such as schools, doctors, community halls etc?
 - *Better facilities on the Heath, swimming, wildlife sanctuary*
2. What do you think about a new multipurpose Community Centre in Love Lane?
 - *Need improved Community Centre*
 - *Encourage community integration but no new housing.*
3. Should Community facilities be part of new housing developments or separate?
4. What additional facilities for young people are required?
 - *Better football facilities, stadium, better seating. Advertise games more.*
 - *Need cinema*
 - *Can we use Butser Hill?*
5. Can older people access existing facilities adequately?
6. How adequate are facilities for older people?
7. Is there a requirement for more kindergarten or child minding ?
8. How do you think community facilities should be paid for?
 - *Local fundraising?*

BUSINESS DEVELOPMENT

QUESTIONS

1. Should there be more Employment Opportunities?
Employment for Young People and/or to reduce commuting and/or to attract more people into the town?
2. What type of employment should there be?
Retail –
Small shops & independents or large chains
Food retail or speciality shops
Commercial –
Financial Services, Banks, Accountancy Practices, Insurance, House & Travel Agencies, Consulting and IT

Light Industry –
Workshops, Motor Industry, Manufacturing
Hotels –
Boutique, Tourist, Economy, Independent or Major Chain
Locations-
Town Centre, Inner brown field site, Out of town green field site
 - *Need music shop, more large chain clothes shops for young people*
 - *Mini Mall on Focus Site? Or somewhere similar.*
3. Business Prospects – What affects business opportunities?
Are they affected by the National Economy or Local Economy?
Importance of Cost Factors – Rents, Rates, Demand for Services, Competition
Local Parking and charges
What should be the Role of Local Authorities?
What do you think of the Portas Report (How Town Centres can compete)?
 - *No views on business units*

TOURISM

QUESTIONS

1. Identify local attractions – historical buildings, sites, others?
 - *Churches, The Barrows on the Heath, Museum, Butser Hill, Uppark*
2. Gateway to the National Park – Walking, Cycling, Horse Riding
3. What does the town need?
 - *Needs Cinema, cycle paths, tennis courts, more parking, 5 a side football cage, theme park.*
 - *The ice rink was not appreciated!*
 - *More events in town.*
4. Adequacy of Quality Hotels, B & Bs, Good Marketing, Improved Attractions
 - *Need another hotel, country club?*
5. What is role of the Tourist Information Centre? Marketing? Information? Promotion?
 - *Need more accessible TIC in separate facility.*
6. What should the strategy be to develop tourism in the Petersfield area?
 - *Need better advertising. Better literature promoting the town.*

THE NATURAL ENVIRONMENT

QUESTIONS

1. Should we protect our green spaces, corridors and recreational areas and if so, how best can these be maintained and conserved?
 - *Need to protect green spaces*
 - *Better footpaths, signage to countryside*
 - *More allotments, petting zoo? rowing activity*
2. What should be the balance between retaining and protecting peoples back gardens, and town gardens in the town centre, rather than developing some of these green spaces and corridors?
3. How important is it to ensure that the views into and out of the town are retained and that building heights are appropriate to the setting and character of the town?
4. How can the community be encouraged to get involved in the planting and maintenance of the town's open spaces or is this simply the responsibility of the statutory authorities?
 - *Involve schools and local residents in planting and gardening*
 - *Sell local produce in market*
 - *Bee Farms & Honey?*
5. Do we need more children's play spaces and recreational areas for sports in the town?
6. Should there be more footpaths and cycleways linking the town to the countryside?
7. Should these footpaths and cycleways be better signed so that people are aware of the opportunities to walk and cycle into surrounding countryside?
8. What other measures are required to encourage better understanding of the National Park and the opportunities for these activities?
9. How can we improve the biodiversity of our gardens, verges, footpaths and open spaces?

- *New activity centre , plant for life.*

10. Are there any opportunities to encourage new woodlands in the town, connecting and developing wildlife corridors to the open countryside?

11. Can we make a feature of the waterways through the town centre, particularly in the main car parks?

- *Yes, develop facility with Fish Farm*

THE BUILT ENVIRONMENT

QUESTIONS

1. Will pressures for development affect the character of the conservation area?
2. Can key buildings be retained for the future and our distinctiveness enhanced?
3. Can we preserve the remaining burgage plots (back gardens) and other green spaces, trees and hedges that typify the open nature of the town?
4. Should insensitive advertising and shop fronts be allowed?
5. Can the pavements and footways be maintained to a high standard and how should these be paid for?
6. What should the approach be to parking in the Square and elsewhere on streets around the town centre?
7. Should we improve Lavant Street as the main gateway to the town through better signage, parking, landscaping and shopfronts?
8. What should the Town Centre Conservation Area Appraisal recommend - should the area be increased or reduced? What other measures and actions can be developed to enhance and manage the Conservation Area?
9. What is the balance between density, quality and extent of future development and how will this affect the historic core and peripheral estates?

- *Important to keep character of town*
- *Too many people in Petersfield*
- *Tighter control over shop front advertising*
- *Avoid parking congestion*
- *More free parking*
- *Improve street appearances*
- *More greenery*
- *Build on brown field sites*
- *Need quality buildings*

SHOPPING & RETAIL

QUESTIONS

1. Do you think that Petersfield needs more supermarkets or convenience stores?
 - *No more supermarkets*
2. If so where should they be located?
3. Would you buy locally sourced food (even if was more expensive)?
 - *No, would not pay a premium*
4. Are you interested in the idea of local food networks and would you help develop one? These are networks set up and managed by local people to promote access to locally produced foods and produce.
 - *No interest in Food Networks*
5. Should there be more frequent farmers' or continental markets, even if they are more expensive than the supermarkets?
 - *Should be more markets with quality produce.*
6. Do you regularly shop in the market? If so, what produce is missing?
7. What additional shops (products and services) are needed and/or missing in the town?
 - *Need cinema, entertainment, clothes and shoes shops, Shopping Mall*
8. Do you have any views on how Petersfield should develop its shopping offer in the future?

TRAFFIC & TRANSPORT ISSUES

QUESTIONS

1. Is there too much traffic in the Town Centre or elsewhere in the town?
For example in: Station Road, Lavant Street, The Square, High Street and Chapel Street?
 - *Only busy at peak times. One way system not necessary.*

2. Should we encourage cycling and walking, and improve or give priority to Cycle Routes and Pedestrian Routes through the town's Streets?
Routes between the Railway Station and the National Park countryside require consideration.
 - *Don't need cycle lanes but need more cycle racks in town.*

3. Are there problems with illegal parking, especially in residential streets and is there adequate parking available at the right price?
 - *Cheaper parking at non central car parks*
 - *Stop street parking in town centre*

4. Can we manage or control Traffic Speeds better, both in the town centre and on residential streets eg: Bell Hill, Woodbury Avenue, Pulens Lane, Heath Road East, The Causeway, Moggs Mead, Sussex Road, Winchester Road, Hylton Road, Station Road and Durford Road?

5. Should we encourage pedestrians and walking? Do we need more Road Crossings, controlled or uncontrolled, and should we design our streets better for pedestrians?
 - *Need more road crossings at Tesco, Station Road, Bell Hill*
 - *Need better street lighting*
 - *Don't need pedestrianisation generally except round the square or at certain times, eg weekends*

6. What sort of Public Transport System do we need or should be promoted, and what is the demand, if no subsidies are available?
 - *Need smaller more frequent buses, Hopper style?*
7. Should developments and particularly new housing pay for traffic calming on the streets leading to that new housing?
8. Should lighting be focused more on street pavements and prioritized for pedestrians rather than the road, particularly in residential areas or the town centre?

PNP Cycling June 2013.

Petersfield Neighbourhood Plan specialist /subject consultations discussions –

Seminar /Meeting with representatives of cyclists groups. Held June 11th 2013.

Groups individuals invited :- TB Added

NB .Local Schools are to be consulted too following this meeting.

Meetings' Responses on questions.

1. How do we improve/increase bicycle cycling (of all types*) for leisure and tourism in Petersfield and surrounding area ?

All routes start from the station

Facilities to put your bike on a bus or trailer with mini bus to get directly to countryside (MTB off r)

Off road family routes to nearby destinations – Midhurst, Hangers/Steep/
Also Off road MTB routes to QECP / Rogate.
(much more On road improvements network calming is needed to get 'family' to the off road within the TC?)

Family friendliness of existing routes needed –(eg both road traffic matters and gates too narrow for tag along bike).

Family routes – must be encouraged (on road changes needed) to QECP and Midhurst. *Street network changes required to make more conducive to family cycling.*

Cycle hire Facility /s in Petersfield needed.

Strategy – Petersfield becomes "Cycle Hub" to access South Downs NP.

- routes out/in
- Town centre – and routes from – shared space design in TC then coupled with inventive & significant calming of traffic – road narrowing (slowing) on routes on out to town edges .
- Nearby park and cycle facility – may conflict with SDNP ST policy? (Balance needed?)
- Much better signage – *use german/ dutch system of cycle priority on link routes?*

2. How can cycling better link with Trains & Buses ? – Or via clubs

Better signage from station to town and countryside.

Potential space for a car club linked to cycle spaces.
Cycle hire point at the station (private scheme?) but promoted by SDNP/Council

- Set up cycling for cycle hire
- Train company advertising route designations & destinations
- Cycle hire linking to QECP

Infra structure needed /before cycle hire could work properly?

Important to define types and needs of different cyclists

Buses equipped for cycling cyclists, linking to station to QECP and to Hangers.

More cycle room on trains (part Portsmouth – Petersfield)

Cycle map of Petersfield – like Hayling Island.

Hampshire rights of way map (C Hart) – cont Alison (Thorpe?)Perry?

3. How do we improve /increase cycling to school and work and for 'utility' (*day to day / shopping etc*) purposes.

Shared space initiatives changes needed

Street network changes to make cycling safer – very/much safe for school routes.

Start with primary /infant – junior schools to start with i.o.t / CPT to encourage take up .

Safe cycle storage at schools.

Cycle to school (club?) Initiatives .

Ramshill Junction work is ok for pedestrians but poor for cyclists

Herne Junior School major route needs

Ramshill area not cycle friendly – car “driven”. Light controlled - not designed.

Priority given to cycling/cyclists on school routes –

Signage ..

And policy

Traffic calming street/ design - that gives priority to cyclists at junctions + build outs that have cycle passing sections – give priority to cyclists over vehicles at junctions (Breeze).

More cycle racks - in good locations/ shopping street locations not stuck out in edge

Waitrose bike trailer hire? Also other shops Tesco? for shopping.

Link the town centre routes (select streets) with longer distance village routes

–

Sheet

Steep

Stroud /Langrish

Liss /Iiphook

Rake/ Rogate. Harting.

Business initiatives for cycle facilities at work – racks/ showers.

Reduce the town centre parking & car access.

4. What cycle paths/routes do we need to link the town with surrounding villages, towns and destinations ?

Sign posting cycle routes on the edge of town and design the streets to help the cyclists

Leisure routes need to be mainly off road (although they may start in town).

What type of line markings ?

Wider lanes please 1.2m? (Breeze)

20 Mph limit minimum for cycling routes

Can footpaths be used for cycling? – widened?

Upgrade bridleways (not just for horses)

National Cycle network linking into the town.

Which (identify) roads are or to be conducive to cycling?

Shared space to slow traffic – in towns & routes out to facilities/ leisure routes
– East and North as well as south and west.

A272 is discouraging to Cyclists.

Routes linking villages or the ‘plain between the hills’.

Need to talk to Sustrans , Hants CC, SDNP, P2M, Neighbourhood Plan Exec, CTC cycle shop.

- Map is a starting point only.
- SDNP can help pull map/draw together.
- Put cycling code on maps.

Create working group on cycling – for all types. Street, day to day, leisure, off road.

Signage to use bike bells (guide?) leaflets at bike hire venues.

.....

Breeze. Comments .> are to be added.

Note: 'BREEZE' are a recent women's cycle group just started in the Petersfield area. They sent comments to the meeting but could not attend.

Neighbourhood Plan Workshop
Woodbury Avenue Residents Association (WARA)
Wednesday May 22 2013

23 members of WARA attended this workshop at the Air Cadets Squadron Hut, Petersfield. Their comments and ideas follow.

LAND USE - HOUSING & COMMUNITY FACILITIES

HOUSING QUESTIONS

1. Does Petersfield need more housing?

New housing in Petersfield is acceptable but should be within the By-Pass area.

2. How many houses should be added each year?

Not known

3. What types of housing are needed – flats and town houses, 2 bedroom terraces, detached or semi-detached bungalows, semi-detached or detached, what mix of 3,4or 5 bedroom houses?

Housing is needed for “Downsizers” – Bungalows plus a mixture of family homes of various sizes.

- *Don't flood the housing market, maintain prices*
- *Don't build in advance of new community facilities.*

4. What percentage of new homes should be “affordable”?

The proportion according to demographic data.

5. What does “affordable” housing mean in Petersfield? Buying or renting?

Affordable homes should be a mix of rent and buy.

6. Should we be innovative in design and quality? What is important?

Must build quality homes with green features which are sustainable.

7. What else should be considered – facilities, such as schools, doctors, dentists etc, infrastructure including roads, services, broadband, green spaces and general ambience?
8. Where should housing sites be allocated? Large green field sites, small green field sites. Infill sites, brown field sites?

Prefer brown field sites or small green field sites

- Make sure developers stick to their plans and obligations.

9. How do you reconcile building on in-fill sites with maintaining green spaces?

COMMUNITY FACILITIES

QUESTIONS

1. Does Petersfield need any additional Community Facilities such as schools, doctors, community halls etc?

Ensure adequate doctor and dentist facilities.

2. What do you think about a new multipurpose Community Centre in Love Lane?

A new and improved Community Centre is essential.

3. Should Community facilities be part of new housing developments or separate?

*Build facilities where needed, not just part of development.
Keep existing facilities and ensure full participation and funding.*

4. What additional facilities for young people are required?

5. Can older people access existing facilities adequately?

6. How adequate are facilities for older people?

Facilities for older people are quite good. Need to ensure pavements are in good order.

7. Is there a requirement for more kindergarten or child minding ?

8. How do you think community facilities should be paid for?

Developer levy on new houses to pay for facilities.

BUSINESS DEVELOPMENT

QUESTIONS

1. Should there be more Employment Opportunities?
Employment for Young People and/or to reduce commuting and/or to attract more people into the town?

More employment sites required to help Petersfield to grow.

2. What type of employment should there be?
Retail –
Small shops & independents or large chains
Food retail or speciality shops
Commercial –
Financial Services, Banks, Accountancy Practices, Insurance, House & Travel Agencies, Consulting and IT

Light Industry –

Workshops, Motor Industry, Manufacturing

Hotels –

Boutique, Tourist, Economy, Independent or Major Chain

Locations-

Town Centre, Inner brown field site, Out of town green field site

Need a broad spectrum of employment

- *Apprenticeships for school leavers*
- *More professional opportunities to reduce commuting.*
- *Only build on green field sites as a last resort*
- *Additional tourism can help employment*
- *Retain population and employment so “people want to stay”*

3. Business Prospects – What affects business opportunities?
Are they affected by the National Economy or Local Economy?
Importance of Cost Factors – Rents, Rates, Demand for Services,
Competition
Local Parking and charges
What should be the Role of Local Authorities?
What do you think of the Portas Report (How Town Centres can
compete)?

Rents and Rates are too high

- *Town needs more unique features*
- *Make more use of The Square*
- *High end Boutique shops*
- *Use old registry office*
- *Promote Petersfield more (At Station)*

TOURISM

QUESTIONS

1. Identify local attractions – historical buildings, sites, others?
2. Gateway to the National Park – Walking, Cycling, Horse Riding
3. What does the town need?
4. Adequacy of Quality Hotels, B & Bs, Good Marketing, Improved Attractions
5. What is role of the Tourist Information Centre? Marketing? Information? Promotion?
6. What should the strategy be to develop tourism in the Petersfield area?
 - *Make more of National Park*
 - *Bicycle rental*
 - *Promote location and excellence*
 - *Walking trails and notes*
 - *Hotels and B&Bs*
 - *Ad hoc pedestrianisation (Weekends?)*
 - *Better role for TIC*

THE NATURAL ENVIRONMENT

QUESTIONS

1. Should we protect our green spaces, corridors and recreational areas and if so, how best can these be maintained and conserved?
2. What should be the balance between retaining and protecting peoples back gardens, and town gardens in the town centre, rather than developing some of these green spaces and corridors?
3. How important is it to ensure that the views into and out of the town are retained and that building heights are appropriate to the setting and character of the town?
4. How can the community be encouraged to get involved in the planting and maintenance of the town's open spaces or is this simply the responsibility of the statutory authorities?
5. Do we need more children's play spaces and recreational areas for sports in the town?
6. Should there be more footpaths and cycleways linking the town to the countryside?
7. Should these footpaths and cycleways be better signed so that people are aware of the opportunities to walk and cycle into surrounding countryside?
8. What other measures are required to encourage better understanding of the National Park and the opportunities for these activities?
9. How can we improve the biodiversity of our gardens, verges, footpaths and open spaces?
10. Are there any opportunities to encourage new woodlands in the town, connecting and developing wildlife corridors to the open countryside?
11. Can we make a feature of the waterways through the town centre, particularly in the main car parks?

- *Must control quality*
- *Could build on large back gardens*
- *Keep views and building heights*
- *Play spaces – make better use of what we have.*
- *Make locations and availability of facilities easily available.*
- *Need better Youth Club.*
- *Mixed support for new cycle paths and better access to countryside.*
- *More information boards required.*
- *No further comments*

THE BUILT ENVIRONMENT

QUESTIONS

1. Will pressures for development affect the character of the conservation area?
2. Can key buildings be retained for the future and our distinctiveness enhanced?
3. Can we preserve the remaining burgage plots (back gardens) and other green spaces, trees and hedges that typify the open nature of the town?
4. Should insensitive advertising and shop fronts be allowed?
5. Can the pavements and footways be maintained to a high standard and how should these be paid for?
6. What should the approach be to parking in the Square and elsewhere on streets around the town centre?
7. Should we improve Lavant Street as the main gateway to the town through better signage, parking, landscaping and shopfronts?
8. What should the Town Centre Conservation Area Appraisal recommend - should the area be increased or reduced? What other measures and actions can be developed to enhance and manage the Conservation Area?
9. What is the balance between density, quality and extent of future development and how will this affect the historic core and peripheral estates?
 - *Need to manage new development in regard to quality standards*
 - *Ban insensitive shop front advertising*

SHOPPING & RETAIL

QUESTIONS

1. Do you think that Petersfield needs more supermarkets or convenience stores?
2. If so where should they be located?
3. Would you buy locally sourced food (even if was more expensive)?
4. Are you interested in the idea of local food networks and would you help develop one? These are networks set up and managed by local people to promote access to locally produced foods and produce.
5. Should there be more frequent farmers' or continental markets, even if they are more expensive than the supermarkets?
6. Do you regularly shop in the market? If so, what produce is missing?
7. What additional shops (products and services) are needed and/or missing in the town?
8. Do you have any views on how Petersfield should develop its shopping offer in the future?
 - *Prefer locally resourced food*
 - *Prefer local not chain stores*
 - *Need affordability*
 - *Quality children clothes*
 - *Fishmonger*

TRAFFIC & TRANSPORT ISSUES

QUESTIONS

1. Is there too much traffic in the Town Centre or elsewhere in the town?
For example in: Station Road, Lavant Street, The Square, High Street and Chapel Street?
2. Should we encourage cycling and walking, and improve or give priority to Cycle Routes and Pedestrian Routes through the town's Streets?
Routes between the Railway Station and the National Park countryside require consideration.
3. Are there problems with illegal parking, especially in residential streets and is there adequate parking available at the right price?
4. Can we manage or control Traffic Speeds better, both in the town centre and on residential streets eg: Bell Hill, Woodbury Avenue, Pulens Lane, Heath Road East, The Causeway, Moggs Mead, Sussex Road, Winchester Road, Hylton Road, Station Road and Durford Road?
5. Should we encourage pedestrians and walking? Do we need more Road Crossings, controlled or uncontrolled, and should we design our streets better for pedestrians?
6. What sort of Public Transport System do we need or should be promoted, and what is the demand, if no subsidies are available?
7. Should developments and particularly new housing pay for traffic calming on the streets leading to that new housing?
8. Should lighting be focused more on street pavements and prioritized for pedestrians rather than the road, particularly in residential areas or the town centre?

- *More flexible parking, priority to residents*
- *Properly designed pedestrian and cycle paths.*
- *Control street speed by design.*
- *More traffic calming*
- *More frequent buses*
 - *Need flexible system*
 - *Dial a ride?*
 - *More info on routes and times*
 - *Need good service to surrounding villages.*

What you've been telling us...

Since February we've received loads of feedback on a range of topics.

You can see what people have been saying and join in the conversation at www.petersfieldsplan.co.uk

HOUSING

New housing does need to be built.
Housing growth should be in small incremental steps using "brown field" sites as a priority. Building numbers of 30, 50 and 76 per year were suggested.
There should be a good mix of new housing, however there was an emphasis on high quality flats, semi detached and terraced housing.
"Affordable" housing should be for those with a local connection (either work or family) and be provided either by renting or **part ownership at levels that could be afforded** by those on lower (than average) wages.
The style of buildings should match the existing mix in Petersfield; low stories. **Traditional brick**, tiled roofs and timber were all materials mentioned, alongside being highly energy efficient.
Brown field sites should be used over green field sites. Corries and town centre infill were mentioned. Outside of the Town Centre, there appeared to be a **preference for new development** towards the South and East with The Causeway being mentioned several times (but with no specific reference to sites within The Causeway area)
All social housing suitably oriented should have solar panels. Why just social housing, why not ALL new housing?

BUILT ENVIRONMENT

We cannot just **resist development and it should be managed** sensitively so that it conserves the character of the area. Good design will be essential.
We should remind corporate chains that our corporate look is as important to us as theirs is to them.
Town shops should not become too gaudy, the town centre is comparatively clutter free and this is important to its character and sense of place. However there needs to be provision for **local people to advertise their events**, to give a sense of community and avoid fly posting.
Should we make more of Lavant Street as a gateway to the town; some agreement but doubts about feasibility and practicalities, particularly access and parking. There was recognition of the need to improve the street and smarten it up, but doubt whether it has the quality of a main gateway.
People welcomed to the decision to extend the **Conservation Area** to include not just buildings but the The Heath

LOCAL ECONOMY

Employment opportunities which are there for young people should be supported by local employers, by having links between schools and employers.
These need to be improved. Apprenticeships need to be created and offered by local businesses to school leavers. Current opportunities are limited and to encourage employers to take on short term employees at busy periods would help.
On street parking is an issue. Off street **parking is expensive**
New employment from a range of sectors; Retail, light industrial, commercial, financial and professional services, IT, are needed. Also the service industry supporting B&B's and hotels.
There is a need to improve the public transport system to **make employment easier**.
Where to locate new employment:
Brownfield sites came out on top for this question with Corries, Bedford Road site and the EHDC offices used as examples. One view was to locate retail opportunities near to the town and manufacturing on brownfield sites.

TRANSPORT

Reduce and slow the traffic in the High Street and central area streets - Lavant Street, Chapel Street
The High Street area does not need full pedestrianisation, but alternatively consider closing the High Street area on Market Days only.
Create a much larger pedestrian 'Square' area during the day.
Re-design the central shopping streets to be more pedestrian friendly.
Narrow the road width and shorten the crossing distance on courtesy crossings. Consider one way traffic only
Buses are too infrequent & the variety of destination type and access to these is very poor. Buses do not go to useful and key places like hospitals and they take too long and use arduous routes.
Street design to encourage cycling is needed throughout the town - use wider advisory cycle lanes in residential roads.
Keep the lighting minimal - use low energy illumination - adopt low light pollution measures.

NATURAL ENVIRONMENT

It is important to maintain and conserve existing green spaces and recreational areas; It's vital for the character and livability of the town.
There is concern about building on town centre house gardens.
community involvement in the planting and maintaining our open spaces works well on The Heath and Rotherlands and should be encouraged.
It also gives the **Local community** a sense of ownership, pride and responsibility.
The links between the town and countryside need to be improved smarter signage and well maintained

TOURISM

There is a major shortage of holiday accommodation overall. Hotels, B&B, camping / caravan sites.
There is a need for more B&B's in town along with a **good quality hotel**. Some people thought it would be good for a **hotel to be sited in the town centre**.
An electronic notice board in the town centre, the square and car parks **to advertise events**
There should be leaflets to show attractions and the need to promote the town in tourist magazines and websites.
There were suggestions creating a leisure tourism hub with **retail opportunities** and access to the countryside.
More activities in the Square. Make the Farmers Market bigger.
Events throughout the year
The suggestion of riding, cycling and walking facilities, as long as there was easy access from the South Downs to and from the town. This means a **greater need for buses and as well**.
There is the need for signs to let visitors know that they are in the National Park and more information around the town. There is a need for better lit signage but trying **not to increase signage around the town** massively.

COMMUNITY

A new youth community building should be created which is multi purpose and offers facilities to a range of youth groups.
Need to manage, support and enhancing existing community buildings and facilities.
Poor public transport (weekends and evenings) was highlighted as a key issue for older people.

your town, your future, your plan

**Neighbourhood Plan Workshop
Tilmore & North Road Residents
Monday September 2 2013**

Approximately 80 people attended this workshop at the Town Hall Rose Room, Petersfield. Their comments and ideas follow.

BUSINESS DEVELOPMENT

QUESTIONS

1. Should there be more Employment Opportunities?

Employment for Young People and/or to reduce commuting and/or to attract more people into the town?

There should be more employment opportunities for local people and a broader base of employment opportunities for people of all ages.

There needs to be both Academic and Vocational Training for Young People

2. What type of employment should there be?

Retail –

No, as we have enough retail stores.

Commercial & Light Industry –

Workshops, Motor Industry, Manufacturing, Offices

Could do with more specialist small industrial workshops and more Office based opportunities

Hotels –

Boutique, Tourist, Economy, Independent or Major Chain

Could do with a good hotel

Locations-

Town Centre, Inner brown field site, Out of town green field site

Use green field sites only as a last resort

Business Prospects

Need more skills training

Rents and Rates should help start-ups

Parking Charged should be geared to the needs of the area and not maximised for income to EHDC

The Local Authority should be a facilitator to encourage business.

SHOPPING & RETAIL

QUESTIONS

1. Do you think that Petersfield needs more supermarkets or convenience stores?
The team felt that there were sufficient supermarket and convenient stores in Petersfield at this time.
2. If so where should they be located?
Any stores required in future should be located to the east of Petersfield and close to any new development (possibly Penn's Place or The Causeway)
3. Would you buy locally sourced food (even if was more expensive)?
Yes, if they were clearly identified as local products
4. Are you interested in the idea of local food networks and would you help develop one? These are networks set up and managed by local people to promote access to locally produced foods and produce.
Fine in theory but may be impractical as it would need a paid manager to make it happen on an on-going basis.
5. Should there be more frequent farmers' or continental markets, even if they are more expensive than the supermarkets?
Generally supportive, but prices were considered important and should not be too high.
6. Do you regularly shop in the market? If so, what produce is missing?
There were mixed opinions on this. Need better quality. Could do with more Meat and Fish.

7. What additional shops (products and services) are needed and/or missing in the town?
We need a good DIY and Hardware store, a better Electrical shop, cheaper clothes shops, Outdoor Clothing and Equipment, Oriental Foods.

8. Do you have any views on how Petersfield should develop its shopping offer in the future?
There should be preferential Rates for start-ups, especially where we need to encourage those shops we lack. Definitely no interest in out of town supermarkets.

1

Housing Feedback from the
Petersfield Neighbourhood Plan Workshop
held on 2nd
Sep 2013

-

Yes, we need more housing

-

Either 24 (400 overall) or 41 (700 overall) per annum by 2028

-

Mixed Housing

-

35 – 40% Affordable

-

Affordable Housing = managed by Housing Association or Rent to Buy

-

Sustainability, eco-friendly and “pleasing to the eye”, good quality, green energy

-

Infrastructure should be considered – including water pressure and parking

-

Development on infill and brownfield sites if possible

Around 45 residents of Petersfield attended a workshop, primarily aimed at residents of the Causeway and Sussex Road areas, on Wednesday 7th August 2013. They discussed 8 themes as part of the Neighbourhood Plan. In the room there were eight tables and each one of these was allocated a theme to discuss, and then presented the results of their discussion to rest of the audience.

This first part of this document notes the additional comments that were verbally raised during the presentation of each theme.

Housing

What if affordable Housing?

How did the 'Table' come to the rational that 75% of housing should be affordable?

By not expanding private housing provision it will drive up the costs of the existing private housing market.

There is a need for 1 bedroom social housing, so that people can downsize and not be affected by the 'bedroom tax.

There are already lots of 4/5 bedroom homes with only 1 or 2 occupants. Can people be encouraged to downsize and move into small town centre locations? An obvious site for housing is the section of 'landlocked' land between the Causeway and the A3.

How do we know that the owners of land that have 'options' with developers won't have undue influence on the Petersfield Neighbourhood Plan.

Herne Farm is a huge piece of land which has worked relatively well as a development, it is similar in size to entire proposed future housing allocation.

People need to understand that they need to choose between building houses and losing facilities [comment given in the context of Penns Field playing fields].

The Petersfield Neighbourhood Plan should show us where the SHLAA sites are.

How much influence does the community really have in determining where new houses go - if 700 new homes are to be built surely these can only go on the "reserve" sites or Penns Place?

Why are we only talking about Petersfield, can we extend in the gaps towards Buriton or Stroud?

What can we do to protect the [Penns Place] playing fields?

Why not build on the land at Heath Farm?

Community

If the Community Centre is OK now, what about what happens when the population expands, can it serve the needs of the community then?

We need to consider provision for all disabilities, not just older people.

Who is responsible for ensuring that provision of community facilities (Police, Fire, Doctors etc) can meet the demands of a growing population.

Shopping / Retail

Current supermarkets don't serve those well on lower incomes, therefore the new Aldi will help the community.

Business

There also needs to be facilities for businesses that are growing from start-up to medium sized (i.e. from 1 or 2 person working to employing 5 to 10 people)

Transport

There should be a prominent cycle hire facility to enable visitors of the town to get to (Mountain Bike) bike venues places like QE Park and Rogate.

Petersfield Neighbourhood Plan Feedback from PNP Causeway Workshop 7 August 2013 – Built Environment

1. How development pressures might affect the character of the Conservation Area?

*7 August Workshop
Integrate small developments into current buildings – no big developments*

2. How we can best look after our historic buildings, and keep our town looking distinctive?

*7 August Workshop
Preserve existing key buildings before changes approved*

3. Maintenance standards for pavements and footways

*7 August Workshop
Pavements are in need of maintenance*

4. The size and nature of the Conservation Area

*7 August Workshop
Should be increased*

5. How do we balance the density, quality and extent of future development, and its effect on Petersfield's historic core and surrounding residential estates?

*7 August Workshop
Quality is important – should not affect historic core
Do we need a 2 storey car park?*

6. Other issues?

*7 August Workshop
Houses should have sufficient parking – 2 per house
Social amenities should grow with town
There needs to be affordable housing for local people*

We are not NIMBY!

Petersfield Neighbourhood Plan

Feedback from PNP Causeway Workshop 7 August 2013 - Economy

2. Employment opportunities in Petersfield for young people

7 August Workshop:

Not just for young people - older people as well

3. How we can create jobs to help reduce commuting and attract more people into the town?

3.

4.7 August Workshop:

5. Fair balance between commuting and local employment, but prepare for natural wastage (business failures)

4. What types of new employment we need – for example, retail, light industrial, commercial, financial and professional services, IT

7 August Workshop:

Possibilities - Cinema

Further Education - music, languages

Apprenticeships - linked to factories + commercial offices, plumbing, electricians etc.

5. Where new employment should be located – town centre, out-of-town, brownfield sites?

6.

7.7 August Workshop:

8. Some brownfield available (BT Charles Street, Frenchman's Road)

9. Buckmore Farm - need for start-up units, small premises to encourage new enterprises

10.

7. The impact on business of local rents, rates, parking, demand for services and competition

7 August Workshop

Business rates are too high

Councils need to do better promotion of the area

6. How Petersfield could capitalise on its tourism potential, especially as the 'Gateway to the National Park'?

*7 August Workshop
No demand for a hotel*

PNP Causeway Workshop 7 Aug 2013 – Community Feedback

1. What new/expanded facilities are required?

- More houses means need for more school places – new schools may be needed
- CIL Money used for schools?
- Doctor's surgeries are at/near capacity
- TPS has no sixth form college – why not?
- Muddy Heath footpaths need improving

2. Do we need a new Community Centre in Love Lane?

- Not a new building, but perhaps refurbished

3. Should community facilities be part of housing developments?

- Facilities could be together with new housing to build community spirit – community centres, shop etc, schools
- Facilities which are for the whole town might create extra traffic if not central
- Need green spaces for new housing

4. What facilities are required for young people?

- Replacement place for The King's Arms / youth facilities – a permanent building
- Needs to be central so young people can get there – near public transport
- New housing will mean more families

5/6. What access /facilities are required for older people?

- Facilities must be designed for all disabilities not just the elderly. Suitable for visual impairment.
- All new facilities must properly incorporate design features for disabilities
- New curbs to allow wheel chairs, buggies etc
- Shoe mobility is an excellent facility
- Doctors needed for aging population
- Threat of Bulmer House closure – need for care facilities ... but care facilities must be affordable so people can stay in town

7. What kindergarten/child minding facilities are required?

- There are many nurseries –but they aren't affordable

8. How could we pay for new community facilities?

- Use CIL money
- Users should pay a fee
- Council Money (council tax)
- Residents' levy

PNP Causeway Workshop – 7 Aug 13

Thanks for filling in this questionnaire

Housing Feedback

1. Do we need more housing and, if so, how much should be added each year?
 - Housing for Petersfield is needed – it's a desirable place to live.
 - Inspector to decide final number of houses – phases of building will vary accordingly.
2. What types of housing do we need - flats, single story, semi-detached, detached, terraced?
 - 2-3 bedroom houses, mixture of semi detached and terraced.
3. How much affordable housing do we need- and what 'affordable' means here?
 - 75% affordable housing.
 - Mixture of buying and renting.
4. What building types and styles that would best suit our local environment?
 - High efficiency and environmentally low impact regulations now standard within industry.
5. The effect of any new housing on Petersfield's facilities, infrastructure and character ?
 - Should consider all facilities to cope with increased number of residents – community centres
6. Where new housing sites should be allocated?
 - Reserved sites should be kept under consideration. Consider building affordable housing over the top of car parks.

Additional comments from the audience:

- What if affordable Housing?
- How did the 'Table' come to the rational that 75% of housing should be affordable?
- By not expanding private housing provision it will drive up the costs of the existing private housing market.
- There is a need for 1 bedroom social housing, so that people can downsize and not be affected by the 'bedroom tax.
- There are already lots of 4/5 bedroom homes with only 1 or 2 occupants. Can people be encouraged to downsize and move into small town centre locations?
- An obvious site for housing is the section of 'landlocked' land between the Causeway and the A3.
- How do we know that the owners of land that have 'options' with developers won't have undue influence on the Petersfield Neighbourhood Plan.
- Herne Farm is a huge piece of land which has worked relatively well as a development, it is similar in size to entire proposed future housing allocation.
- People need to understand that they need to choose between building houses and losing facilities [comment given in the context of Penns Field playing fields].

- The Petersfield Neighbourhood Plan should show us where the SHLAA sites are.
- How much influence does the community really have in determining where new houses go – if 700 new homes are to be built surely these can only go on the “reserve” sites or Penns Place?
- Why are we only talking about Petersfield, can we extend in the gaps towards Buriton or Stroud?
- What can we do to protect the [Penns Place] playing fields?
- Why not build on the land at Heath Farm?

Feedback from PNP Causeway Workshop 7 August 2013 - Natural Environment

1. How important is it to maintain and conserve existing green spaces and recreational areas?

7 August Workshop:

Yes in preference to more green field development, protect corridors, playing fields etc. retain public footpaths at full width

2. Should we create children’s playgrounds, woodlands, wildlife corridors, sports grounds and recreational areas?

7 August Workshop

No comments

3. Is there potential for developments on town centre plots and gardens?

7 August Workshop:

Gardens are not “brown fields” and causes neighbour disputes

4. How high should be buildings be, should we protect views into and out of the town?

7 August Workshop:

Require planning applications to include a 360 degree impact assessment e.g. Co-op building only had view from Square not from all directions

New tree planting must reach a sensible height. Entrances to town - McDonalds and in south a scrapyard

5. Should there be community involvement in the planting and maintaining our open spaces?

7 August Workshop

No greenspace on the Causeway; swing set by Jolly Sailor is too small; Paddock Way is better received

Shipwrights Way is very poorly implemented. It encourages cycling on the pavement, which is not

a cycle way. There was zero consultation, there is a fog pocket (local knowledge) which was ignored.

Cycleways should be cycle only, not multiple use. There needs to be a distinction between “serious cyclists” and local cyclists

6. Can we link town and countryside for walkers and cyclists?

7 August Workshop:

Yes

7. What should the relationship between the town and National Park be?

8 August Workshop:

Require SDNPA to consult locally before making changes

No feedback mechanism to report problems

How well is it or isn't it working? Learn from mistakes and from poor design

Can we encourage the biodiversity of gardens, verges, footpaths and open spaces?

7 August Workshop:

Ensure stripping and mowing of verges etc. is more sensitive in timing and degree

Keep the corridors; develop new ones; keep the Hangers Way and other key footpaths

No need for new woodlands

9. Can we make a feature of the waterways, particularly in the main car parks?

7 August Workshop

Streams are ugly and there should be a long term plan to make them a feature

10. Additional comments?

7 August Workshop

Where are the cobbles from College Street?

PNP Causeway Workshop – 7 Aug 13

Shopping and Retail Feedback

1. Does Petersfield needs another supermarket – or more convenience stores?

- No more supermarkets
- Convenience Stores – perhaps, probably in association with any new developments and West of the Station which is not well served

3. Would you buy local food – even if it is more expensive?

- Yes – depending on quality.

4. Would you consider setting up a local food network?

- No (for this group) – but other people might in a new development

5. Should farmers'/continental markets be held more frequently?
 - No more continental markets, keep farmers markets monthly but increase quality of Wed/Sat markets
6. Do you use the market and what other produce would you like to see?
 - Sometimes. Would like more plants.
7. What shops that we don't currently have in the town do you feel we need?
 - Garden Centre?
 - DIY Store
8. How should Petersfield develop its shopping facilities in the future?
 - Ensure adequate parking.

Feedback from PNP Causeway Workshop 7 August 2013 - Tourism

1. How we can improve our tourist and visitor information?

4.

5.7 August Workshop:

6. Promote Petersfield as a hub, improve station facilities and image with sufficient parking

7.

2. Do we need more visitor accommodation - particularly B&Bs and hotels?

6.

7.7 August Workshop:

8. New Hotel needed

9.

3. What facilities, attractions and activities might encourage visitors to spend more time – and money – in Petersfield?

8.

9.7 August Workshop:

10. Improved Website - international marketing

11. Improved (bigger) festivals/markets

12.

How we can help visitors and residents alike make the most of our location at the heart of the SDNP?

10.

11. 7 August Workshop:

12. Protect walking, riding and cycling routes

13. Well publicised TIC and visitors centre

14. New housing should be in "character" with the town

15. Well sign posted footpaths

16. Improved bus transport and road infrastructure

17. Signs - 'Welcome to Petersfield - Entrance to the South Downs National Park'

18. Surveys to get visitors' views

- 19. Collaborate with other local (neighbouring) towns on tourism projects**
- 20. Itinerary of what to do in Petersfield and around, publicised on web and TIC**

Feedback from PNP Causeway Workshop 7 August 2013 - Traffic & Transport

2. Views on traffic volumes and speeds in Station Road, Lavant Street, The Square, High Street, Chapel Street and elsewhere in the town

7 August Workshop:

Not too much traffic, more rigorous parking enforcement needed

3. Encouraging cycling and walking in Petersfield?

7 August 2013

Sufficient cycling/walking routes

Improve cycle widths but without restricting road use e.g. the Causeway

4. Parking - availability, charges and problems with illegal parking, especially in residential streets?

7 August Workshop

Illegal parking is a problem

More parking places required

Commuter parking in residential streets - consider "No parking" for 1 hour at midday

Cheaper parking or free for 30 minutes

Can loading and unloading be restricted to outside shop hours?

4. Road Speeds

7 August Workshop

All roads within the town should be 30mph

5.? Question unclear?

7 August Workshop

Central islands to assist pedestrian crossings - Cranford Road and the Causeway

Pulens Lane - north exit should be improved

6. Our public transport provision?

7 August Workshop

Hopper buses would be a good idea

7.The need for traffic calming on streets leading to new housing developments – and who should pay for it?

7 August Workshop

Yes of course

8.Lighting for streets and pavements in residential areas and the town centre

7 August Workshop

Yes - but not forgetting lighting for roadways

FEEDBACK from Table Discussion

Discussion Questions and Answers

Q1: Should pressures for development be allowed to affect the character of the conservation area?

A1: No. The quintessential character of Petersfield Town Centre and environs should be conserved and enhanced.

Q2: Should key buildings be retained for the future and their distinctiveness enhanced?

A2: Yes. Listed and other buildings which contribute positively to the character of Petersfield should be retained and their settings enhanced.

Q3: Should the remaining burgage plots, back gardens and other green spaces, trees and hedges which typify Petersfield be preserved?

A3: Yes. The grain, character, scale and proportions of Petersfield are formed as much by its spaces as by its buildings.

Q4: Should advertising be allowed which does not comply with published guidance?

A4: Absolutely not. National, regional and local guidance is published after full consultation and adopted by the LPA in order to ensure applicants are fully aware of the character of Petersfield. Advertising which does not comply with the guidance should not be allowed.

Q5: Should pavements and footways be maintained or improved to a high standard?

A5: Yes. Petersfield's pavements and footways are not presently maintained to a high standard. This situation should be improved as should the quality of the roads.

Q6: What should be the approach to parking in the Square and elsewhere in the streets around the town centre?

A6: All parking should be in car parks. No parking should be allowed in the Square or surrounding streets except for disabled spaces.

Q7: Is Lavant Street a main gateway to the town centre? Should it be improved through better signage, parking, shopfronts and landscaping?

A7: Yes. Lavant Street is a critically important gateway to the town centre from the station and car parks. It is an important shopping street and component of the townscape. It should be improved by all possible means.

Q8: Should the Town Centre Conservation Area Appraisal recommend the Area be increased or reduced? What other measures and actions should be developed to enhance and manage the Conservation Area?

A8: Increased. Additionally, Article 4 Directions should be used to ensure inappropriate and unsympathetic changes affecting the character of Petersfield are not carried out.

Q9: What should be the balance between density, quality and extent of future development and how might this affect the historic core and surrounding estates?

A9: Petersfield is a market town with an individual and high quality character. Any development, whether by way of extension, addition or new development should respect the density, quality, grain, scale and proportions of Petersfield town centre, its surrounding estates, its environs and its setting within the landscape of the South Downs National Park.

Additional Comments to be added to comments above:

1. Petersfield status as a market town is defined by its Square and the markets and festivities held there.
2. All central streets should be car-free. There are enough carparks.
3. Maximum new building height should be 3 stories – including and attic accommodation.
4. Petersfield is characterised as a market town, a commuter town of high character and a gateway to the National Park.

END. 130708. GB.

**Analysis of Housing Feedback from the
Petersfield Neighbourhood Plan Workshop
held on Mon 8th July 2013**

Key Themes (in order of popularity)

Theme	Popularity	Description
F	16	Quality of new dwellings – seen as vital. Quality includes – size of rooms, provision of storage, quality of build, quality of architecture, appropriate to context
A	14	Importance of accessibility via pedestrian/cycle/mobility scooter routes
G	11	Affordable Housing – generally supportive. Part of all new developments and mixed rather than segregated. Should go to those with a local need.
H	8	Impact on Environment / Low Energy / Sustainability – seen as important factors which should be encouraged
B	7	Parking spaces – very important with a minimum of 2 suggested for new properties. Ideally off-road.
J	7	There is a need to accommodate an aging population and, in particular, retirees downsizing both within the town and from the outlying areas. They are typically looking for high quality 3 bed properties with parking and a small

		amount of outdoor space. They are not prepared to compromise on size (of rooms) and quality but need to be within walking distance of the town centre.
K	7	There is a lack of affordable dwellings for first time buyers. It was thought these should be small 1 or 2 bed properties. If they have parking then they don't necessarily need to be close to the centre of town.
E	6	Need to take surrounding areas and villages into account in the preparation of the plan. Petersfield's economy is heavily influenced by the surrounding population.
C	5	Gardens – important, but access to good quality shared public space seen as a good mitigation for smaller (or no) gardens
I	4	There is a requirement for increased infrastructure – schools, services (water, sewerage etc), sporting facilities, healthcare etc
D	2	Improved Public Transport is required to support homes further from the town centre and in the surrounding areas
L	2	There is a lack of suitable properties for growing families – good size (but not huge) 3 or 4 bed semis were seen as a good solution. Gardens and parking are important for this category of buyer.

Table 1

Issue/Point	Theme
40% affordable – yes	G
Brownfield Sites	H
Regeneration	H
Access to town centre – walk/cycle (<1mile)	A
Separate Cycle Access	A
Local shop on development	
Parking: 2 parking spaces per house	B
Garden Size – should have one, small OK, but public green open spaces	C
Storage Space in house	F
Office space – not as such	
Environmental – not at expense of character	H

Table 2

Issue/Point	Theme
<i>Types of buyer/need</i>	
1 st time buyers - 1/2 bed, flats acceptable, studios OK, rental, should prioritise for key workers working locally	K
Young Growing – 1/2 bed, dual income	
Retirees – similar to 1 st time	J
There is demand for 1 st time, Young growing and retirees, but retiree category is likely to increase and there is already a shortage of homes in which to downsize	J
Need more smaller homes to meet all three categories	J/K/L
<i>Affordable Housing</i>	
Very important to provide affordable housing to address the need	G
Must go to meet local needs	G
Need more innovative means of ensuring that affordable housing is created to meet local need	G
<i>Constraints on New Housing</i>	
Off-street parking generally considered very important	B

Table 3

Issue/Point	Theme
<i>First Time Buyers</i>	
Need Employment	K
Affordability? Small properties – fleeing the nest, need bedsit/1 bed house	K
Renting as an option	
Not too small – design options and space standards	F
Flexible housing – innovative design	F
Transport is key for employment	B/D
Any Greenfield development must accommodate first time buyers	K
<i>Young Families</i>	
Grow houses – community roots	
Need schools, space	I
Need 1, 2 and 3 bed housing as family grows	L
Quality of housing – stock made to last	F
Contemporary design – quality, balance and blend appropriate to context	F

Design Standards – beacon, quality, use local products	F
Be choosy with developers – Petersfield should set high standards	F
Infrastructure – social, doctors, healthcare, schools	I
<i>Retirees</i>	
Specialist accommodation – adds to supply	J
Downsize to quality property	J
Mix with new developments	J
Can retirement homes be classified as affordable?	G
<i>Other</i>	
Self build – can they be incorporated? People will take up the opportunity.	
<i>Constraints</i>	
Edge of town – vehicle access	A

Table 4

Issue/Point	Theme
Water/Sewerage? Is there enough?	I
Distance from centre = increased need for transport	A
‘Focus’ should be housing	
Should the A3 be allowed to define the edge of the town?	
Don’t put industry where housing would be good	
Use the lessons of the Moggs Meads Estates. They are largely good (likewise the village for retirees)	
More schools (more, not expanded) – 1 x primary, 1 x sixth form (Penns Place?)	I
Social mix balanced with grouped communities	G
Use of pedestrian routes to connect housing to centre	A
Cycle/walking/motability network must all be coordinated	A
Not on watermeadows – all must be sustainable	H
Connections with Liss nursing homes are important part of lifelong housing provision	E

Table 5

Issue/Point	Theme
<i>Affordable Housing</i>	
Can’t have without accompanying market housing	G
More ‘intermediate’ housing required – good for young people	G
Can we place minimum standards on affordable housing?	F
<i>Housing Design</i>	
Renewable energy and energy efficiency is important	H
Use sustainable materials	H
Space provision – living areas, storage, parking – can we set minimum standards?	F
How many storeys should we accept?	F
Development should fit in with the local vernacular – Ramshill development a good example	F
<i>Constraints on Growth</i>	
More public transport to support homes further away from the town centre	D
Dedicated (separate) cycle paths	A
Measure development suitability by length of walk to town centre	A
Small local retail provision to support outlying areas	
Preserve the SNDP and AONB	H
Potential for flats above shops would increase the number of town centre dwellings	
<i>Market Housing</i>	
Downsizing effect amplified by people moving in from surrounding areas as they get	E/J

older	
Downsizing Requirement – 3 bed ideal, parking and some outdoor space (could be shared)	J
Family Homes (growing families) – Larger 3-4 bed semis, garden important, plus parking (2 spaces)	L
Flying the nest – 1/2 bed homes	K
<i>Other</i>	
Getting input from surrounding villages should be part of the process – Petersfield's economy depends on these people also, not just on the town's immediate residents.	E

Table 6

Issue/Point	Theme
Housing required – small quality homes for downsizing; small affordable homes for first time buyers	J/K
Access to station, town centre and services via cycling/walking is important	A
Affordable housing is very important	G
Off street parking essential	B
How about 'no parking' properties?	B
More flats with parking underneath	B
Gardens – needed, but size depends	C
Storage space is important	F
Homeworking ... who knows?	
Public Green Spaces – very good – must be maintained	C

Plenary Session

Issue/Point	Theme
Don't put industry where you can put houses. Make best use of the town centre	
Encourage 18-30 yr olds to live in Petersfield. What will make Petersfield more attractive to them?	
People living in close proximity to Petersfield to make best use of public transport/walking etc	E
Commuters, flexible working. Lack of local jobs.	
Flexibility in housing design – options to extend	F
Moggs Mead as a good example	F
Maintaining Petersfield Town as a hub	
Not losing focus on outlying areas as being part of the town. Potential for people wanting to downsize to Petersfield	E
Petersfield serves a wider area – surrounding villages	E
Accessibility to Petersfield – public transport, footpaths	A
<i>Affordable Housing</i>	
Issue of bedroom tax and those seeking to downsize	G
Mix of housing to be balanced or kept together in clumps	G
Ramshill identified as good practice. Urban design, parking etc	F
<i>Housing Design</i>	
Forego garden size if public green space available? Or garden size needs to reflect no of people in a dwelling	C
If public open space is truly owned by local people, then there is a possible trade off in garden size	C
Identify the character of Petersfield	F
Use of garden space important for pollinators	H
<i>Constraints on growth</i>	
Good use of cycle routes – increase space within the town	A
Design to give priority to cyclists rather than cars	A
Enhancing current sustainable transport networks (to Buriton, riverside walks etc)	A
Provision for mobility scooters	A
More parking/garage parking per house. Current number too small	B

PNP Workshop 8 Jul 2013 – Community Feedback

1. What new/expanded facilities are required?

- Leisure Centre at max capacity
- Schools at max capacity
- Doctor's surgery at max capacity
- Community Centre – needs to be bigger/better
- Other sports we need to cater for:
 - o football
 - o rugby
 - o hockey

2. Do we need a new Community Centre in Love Lane?

- Concern about impact on recreational space
- However the need for a new Centre was agreed

3. Should community facilities be part of housing developments?

- Yes, but relatively small – sized to the development
- But also use the CIL income for larger, whole town facilities

4. What facilities are required for young people?

- Youth drop in centre
- Workshops (e.g. cycle repair, carpentry etc) where older people can pass on their skills to young people

5/6. What access /facilities are required for older people?

- Community transport is poor or non-existent and very unreliable
- Petersfield acts a centre for the surrounding areas – particularly for older people
- there is insufficient car parking – existing car parks need to be improved
- there is likely to be an increase in Petersfield's aging population over and above the national average as older people from surrounding areas are likely to want to move closer to the town centre

7. What kindergarten/child minding facilities are required?

- yes, more facilities are required ... but not sure if the aging population will mean that we don't need more capacity in the future.
- The provision that we do have is not that good in terms of quality – need better buildings/facilities (this doesn't refer to the actual quality of care, just the facilities themselves)

8. How could we pay for new community facilities?

- run facilities (e.g. community centre) as a charity which can provide facilities for a number of small 'lodger' organizations and thus raise funds
- Local business sponsorship?
- CIL ... but need some clarity about what we could expect from this

Feedback from the Neighbourhood Plan workshop 8th July 2013

Identify local attractions – historical buildings, sites, others (What facilities or attractions might encourage visitors to spent more time in Petersfield)

Previous comments that were made:

There were requests for the following:

A cinema, bowling facilities, good food and entertainment in the pubs. It also was thought to be a good idea to hold more activities in the Square. Perhaps an open air TV screen to show major sporting events. Perhaps hold special events, carnivals, sports events and music festivals throughout the year.

One comment asked for a soft play area. There is also a need for a public hall with catering facilities. A larger museum, an aquarium and a craft centre that could provide craft courses.

It was stated that making the most of the historical market town gave it a place in a sustainable future with the park.

We need to promote the town, but we also need to keep it cost effective at the same time.

From the workshop:

It was felt that many people that were not from Petersfield fell upon the town by accident, we need to raise the awareness of the town.

There is a historic church that is an attraction in its own right, but also offers a full programme of concerts for people to come along to and enjoy.

We have a museum and the Flora Twort Gallery for visitors to get a feel for the history of the town

The Heath is a big attraction for all ages, young and old, "a jewel in the crown"

The Physic Garden – Something that could easily be missed, but should be visited at all costs.

Following on from this it was felt that information should be linked together more. This would mean that visitors could easily move from one attraction to another. More should be made of leaflets and guided walks to raise public awareness. The information is out there is one form or another, but if each attraction works closer together, it would make it easier for someone visiting the town to navigate their way around.

Better links to websites.

The general thought on the cinema from the feedback before was that the Festival Hall holds a successful movie night for local people. If a new cinema was built it wouldn't attract any other people into the Town.

Gateway to the National Park – Walking, Cycling, Horse Riding (How can we help everyone to make the most of our location)

Previous comments that were made:

Thoughts went to being in a National Park with suggestions of a leisure tourism hub with retail opportunities to the countryside. The suggestion of riding, cycling and walking came, as long as there was easy access from the South Downs to and from the town. This means a greater need for buses as well.

There is the need for signs to let visitors know that they are in the National Park and more information around the town. There is a need for better lit signage but trying not to increase signage around the town massively.

From the workshop:

It was felt that there should be a central place for all walking and cycling maps

We should only look towards the South east because of the A3

The need for more finger posting - to ensure that visitors can find their way around

It was felt that there is a need for more detail long distance guided walks from Petersfield, again put in a central place as mentioned before

Sensible use of cycle paths. The cycle paths in The Causeway were mentioned and how the group felt it to be dangerous. The road is too narrow and will deter cyclists from using it.

What does the Town Need?

Previous comments that were made:

The Farmers market should be bigger and perhaps make the square traffic free on market days. High quality shops were mentioned to provide locally produced goods.

A possible creation of a specific South Downs visitor centre.

From the workshop:

More parking and enforcement.

Have a pedestrian precinct or close the High Street to traffic

Better use and marketing of our local food festivals and market. We should encourage the growth of local business

Adequacy of Quality Hotels, B&B's, Good Marketing, Improved Attractions

Previous comments that were made:

It was felt that there is an overwhelming shortage of holiday accommodation overall.

There is a need for more B&B's in town along with a good quality hotel. One comment suggested a small hotel and others thought it would be good for a hotel to be sited in the town centre.

Comments were also provided asking for campsites and towing caravan facilities to be encouraged as well.

From the workshop:

It was felt that there is a distinct lack of hotels in Petersfield.

The loss of The Red Lion as a hotel is a lost opportunity as it is in the centre of Petersfield

There is a need to identify possible sites and then once identified the need to turn the developers interest into action. If we don't, they will just look elsewhere

Marketing needs to be stronger, it was felt that what we do already isn't publicised fully.

A good quality hotel, with good parking that also has the provision of social activities is key in promoting tourism in Petersfield.

What is the role of the Tourist Information Centre? Marketing? Information? Promotion?

Previous comments that were made:

Views regarding the tourist and information centre were on the whole positive, stating it is well placed, small with plenty of good information available. Although one comment suggested that it should be situated away from the library so that it would be more prominent and not confined to the library opening hours. Lavant Street was a suggestion that was put forward.

This would encourage more use at the weekends. The feeling was that signposting should be better and the need to advertise the town and its facilities more, whilst co-ordinating with other places so that events did not clash. An electronic notice board in the town centre, the square and car parks also was commented on.

There should be leaflets to show attractions and the need to promote the town in tourist magazines and websites.

From the workshop:

As we are part of the South Downs National Park the Tourist Information Centre should be open on Sundays

It must be easy to find, somewhere where tourists and visitors could find it quickly. Perhaps the railway station or in Lavant Street. Whatever the location it would need to have bigger premises, so should be moved out of the library.

There are many coach visitors, that are here purely to visit the town, and not interested in the green spaces, so the Tourist Information Centre will need to be in a central location for easy accessibility.

Pick one particular feature of the National Park to focus on. This will then help us to find an identity to market the town. For example in Nottingham it is famous for lace.

What should the strategy be to develop tourism in the Petersfield Area?

From the workshop:

Our three main priorities came out strongly to develop tourism in the Petersfield area

A hotel is an absolute key – good quality, and good local parking

Targeting your visitors

Ensure that we have the right balance of shops. Some chain stores to sit alongside local stores as well.

July 8 Workshop - Feedback

SHOPPING & RETAIL

QUESTIONS

1. Do you think that Petersfield needs more supermarkets or convenience stores?
Lidl is welcome, we need a low income store. We don't need any more (written before Morrison's Local store)
2. If so where should they be located? N/A
3. Would you buy locally sourced food (even if was more expensive)?
Many shops sell this already. Tesco, Waitrose, Durleigh Marsh, Happy Cow – This could be a condition of future planning applications.
4. Are you interested in the idea of local food networks and would you help develop one?
These are networks set up and managed by local people to promote access to locally produced foods and produce.
This happens in our local market but would like to see more evidence of local produce. Perhaps more marketing of local produce by stallholders
5. Should there be more frequent farmers' or continental markets, even if they are more expensive than the supermarkets?
Yes, more variety, but must be good value and be well advertised.
6. Do you regularly shop in the market? If so, what produce is missing?
Generally a good range of produce but quality is variable. Needs to be bigger and better quality.
7. What additional shops (products and services) are needed and/or missing in the town?
Hardware and Outdoor Gear Bassetts, Focus and Milletts are serious losses to town. Dyas is OK but too small. Need shops for young people, particularly clothing.
8. Do you have any views on how Petersfield should develop its shopping offer in the future?
*Need to have some control over levels of rents and rates, particularly for start up businesses and budding entrepreneurs
Pedestrianisation is not the answer
Improved parking regime is required particularly short term parking and Sunday parking. Need special arrangements for commuters*

1. Commuting: difficult to alter current balance as factors driving it are mainly external to town.
2. Range of employment needs to be increased. How to do this? Particularly need higher level jobs, eg Finance or IT sector. Position within SDNP could be factor in encouraging higher level environmental and other jobs.
3. Tourism: good in itself but again as a source of local employment utilising a wide range of skills and levels.
4. Hotels: definite need for hotels in the area. Current one in town(Oak does not seem to see itself as focussed on locality, more on transit accomodation)
5. Shops(overlap with retail) : see a divese range of independent shops as a good market town appeal to local shoppers and wider visitors..

Petersfield Neighbourhood Plan

Feedback from PNP Workshop 8th July 3013 - Natural Environment

3 KEY POINTS

- 6. Develop a network of open spaces, protected from development and enhanced and supported by the community**
- 7. Integrate and link these to proper cycle and green paths, clearly signed and maintained to encourage access to schools, shops and the station**
- 8. Encourage an innovative approach to the natural environment appropriate to the National Park, with biodiversity, play areas and open spaces integrated into the built environment and linked to the surrounding countryside**

1. How important is it to maintain and conserve existing green spaces and recreational areas?

Previous comments:

Absolutely essential and vital for the character and livability of the town; green spaces should be productive and available for recreation.

Good maintenance is essential with more dog bins, as appropriate.

Workshop:

Integrate open spaces into a network, with as much protection as possible

Use brownfield sites for development

Natural environment should not be cut off but with clear linkages

2. Should we create children's playgrounds, woodlands, wildlife corridors, sports grounds and recreational areas?

Previous comments:

General consensus in favour - should be part of all new developments, green infrastructure should not just be 'an add on';

There is a need for a playground near Moggs Mead;

Existing areas should be maintained, but some concern that playground provision should not be too close to residential areas.

Workshop:

There should be 'doorstep' facilities for toddlers in new developments

Teenagers need 'kickabout areas' and places that are safe and secure where they can 'hang out'

3. Is there potential for developments on town centre plots and gardens?

Previous comments:

Only with great care and not liked by the majority of responses. Concern expressed about the impact on character of the town centre.

Workshop:

Recognised that there is a dilemma - if gardens are developed with higher densities then this would reduce the need for greenfield on the edge of the town. Some were in favour of this - certainly in the town centre

4. How high should be buildings be, should we protect views into and out of the town?

Previous comments:

Buildings should be a maximum of 3 storeys and views should be protected. Some industrial buildings are too high already.

Workshop:

No views expressed

5. Should there be community involvement in the planting and maintaining our open spaces?

Previous comments:

Good idea and should be encouraged - works well on The Heath and Rotherlands; the planting of community orchards should be allowed. Local community needs to have a sense of ownership, pride and responsibility.

Workshop:

No views expressed.

However issue has become more urgent with Merritts Meadow - Developer has built on southern meadow, but so far has failed to implement agreement to improve northern meadow for public access. This could become a community project and is being pursued by EHDC and PTC, with support from SDNPA and HCC

6. Can we link town and countryside for walkers and cyclists?

Previous comments:

Yes - the more links the better; River Walk is a great success; cycle lanes are barely adequate and some pointless; paths need to be better signed and all links should be publicised and marked.

Workshop:

Strong views expressed about lack of an adequate cycling strategy, integrated to fit needs of the town, its schools, residents and visitors.

The Causeway cycle lanes in particular were highlighted as being dangerous and totally inadequate. New developments should be used to pursue an integrated strategy, with proper links for walkers and cyclists into and out of the town.

We need a South Downs Demonstration Project that has the backing of the authorities, developers, schools, transport operators and residents to take the town into the 21st Century for its cyclists and walkers.

7. What should the relationship between the town and National Park be?

Previous comments:

Both should learn from each other and a good relationship is needed that is developed and maintained.

Workshop:

View expressed that the South Downs were a business opportunity for tourism and hotel facilities. See previous point above on links - the National Park should enable the town to develop new and innovative opportunities for cycling and walking - it needs to make a difference.

8. Can we encourage the biodiversity of gardens, verges, footpaths and open spaces?

Previous comments:

Every little bit counts; there should be more productive use of green spaces; a wild flower area should be created at the southern end of Tor Way; verges should not be rigorously cut in order to encourage biodiversity.

Workshop:

Biodiversity of highway verges should be encouraged

Wildflower planting of Love Lane should be encouraged and a strategy for the playing fields and open spaces to encourage bio-diversity

9. Can we make a feature of the waterways, particularly in the main car parks?

Previous comments:

Too expensive? any changes should not jeopardise wildlife but improve the ecosystem; both the Waitrose and Tesco streams could be enhanced.

Workshop:

Thought to be a low priority but concern expressed about state of Swan Street Car Park's stream

10. Additional comments?

Previous comments:

An all encompassing green plan for the town would be terrific; The Heath is a major asset; better and innovative uses of our green spaces should be encouraged; the setting of the town should be maintained and protected for the benefit of the National Park.

Workshop:

The overwhelming impression was frustration that Petersfield has great opportunities for better uses of its green spaces, cycle ways and footpaths but that there is a lack of integration and a failure of imagination. The National Park now provides the spur to get the authorities to work together - HCC Highways, District and Town Councils and SDNPA to transform the way we use our natural environment to benefit all.

8th July Workshop – Attendees

Name	Organisation (if applicable)
Robert Venables	Winton House

Sheridan Rocher	Winton House
Andrew Hick	
Neil Challen	
Robin Hart	Friends of Petersfield Heath
Elizabeth Cartwright	
Richard Phillips	
Adele Phillips	
Mardie Saw	Artscape
Steve Postlethwaite	HCC Strategic Community Safety
Brian Edwards	Salvation Army
John Slater	
Deb McManus	HCC
Alan Latimer	
Barbara Pettegree	Rosemary Foundation
John Arnold	Life Church, Petersfield
Gerry Arnold	Life Church, Petersfield
Vaughan Clarke	
Rev. Will Hughes	St. Peter's Church
Jackie Phillips	Petersfield Performing Arts Association
Simon Auty	
Rodney Clark	
Rosemary Bishop	Age Concern & WI
Richard Wheeler	
Thomas James	St Peter's Church
Gillian Hancock	Lion & Unicorn Players
Sarah O'Brien-Twohig	Vice Chair, Rogate PC
Ronald Sindon	
Cllr Philip Aiston	EHDC
Doreen Binks	Heathfield & Barnfield Residents Association
Stephanie Grenfell	
John Fowler	
Cllr Sue Harwood	PTC
Glyn Perry	
Binks	
Elizabeth Brown	
Christopher Brown	
Chris Gallagher	Taro Leisure Centre
Sarah Clawson	Petersfield Housing Association
Christopher Napier	CPRE / Petersfield Society
Peter Amor	
Jeannine Davies	
David Davies	
Chris Mills	PTC
Mary Vincent	PTC
Jessica Warman	
Nick Blakstad	Petersfield Cricket Club
Drake Hocking	
Sue McNaughton	
Nigel Wells	Festival for Young People
Rebecca Cannings	
Debbie Vodden	
Bob Ayer	Petersfield Town Partnership

Petersfield Neighbourhood Plan
Options Weekend, 26-27 Oct 2013

Summary



Background

As part of the ongoing Neighbourhood Planning process, the Petersfield Neighbourhood Planning team held an options weekend on the 26th and 27th October. The event was held in Petersfield's Festival Hall and was hosted by the Neighbourhood Plan team in conjunction with CBA Planning Consultants and Paul Bulkeley from Snug Architects. The intent was to present a number of aspects of the emerging plan to the public and gauge their opinion.

Publicity

The event was widely publicised. Banners detailing the event were erected in prominent locations around the town two weeks before the event. There was a press release which resulted in articles in the local newspapers and, finally, all households on the electoral role were sent a postcard inviting them to attend the event. An illustrative example of the postcard is at annex A.

Material Presented

The event presented three main areas of information:

The Vision. This was a combination of a text-based statement and a number of map-based illustrations outlining potential future development opportunities for the town. The map-based illustrations offered visions for Petersfield both as a 'Great place to visit' and a 'Great place to live'. These are included at annex B.

The Policies. These were the draft policies which have been prepared in response to previous community consultation events. These draft policies will form a large part of the final Neighbourhood Plan, their intention to guide developers and developments to meet the needs of Petersfield residents and visitors. Policies for Housing, Natural Environment, Built Environment, Community, Business, Retail, Transport and Tourism were put forward. The policies were presented on display boards with accompanying text explaining the background behind each policy. These are included at annex C.

The Sites. This area first presented a map showing all the potential sites that the Neighbourhood plan team had considered with sites coloured Red (no potential) or Amber (has some potential). Three potential options (Purple, Orange and Blue) were then presented with each offering a different mix of the amber sites, but all three achieving the required number of new homes. These are included at annex D.

In addition, a 20 minute overview presentation was given three times on each day. A recording of the presentation can be found in two parts [here](#) (overview) and [here](#) (vision) and can also be viewed on the Petersfield Neighbourhood Plan website.

All this material was made available on the Petersfield Neighbourhood Plan website the week following the event and remained open for further comment for another two weeks.

Attendance

The event was well attended with over 500 people visiting over the two days. An analysis of attendee's age and postcode indicated that people visited from all parts of the town but that younger generations were not well represented. These factors are illustrated in figures 1 and 2.

The local MP, Damian Hinds and the Chair of the South Downs National Park Authority, Margaret Paren also visited the event.

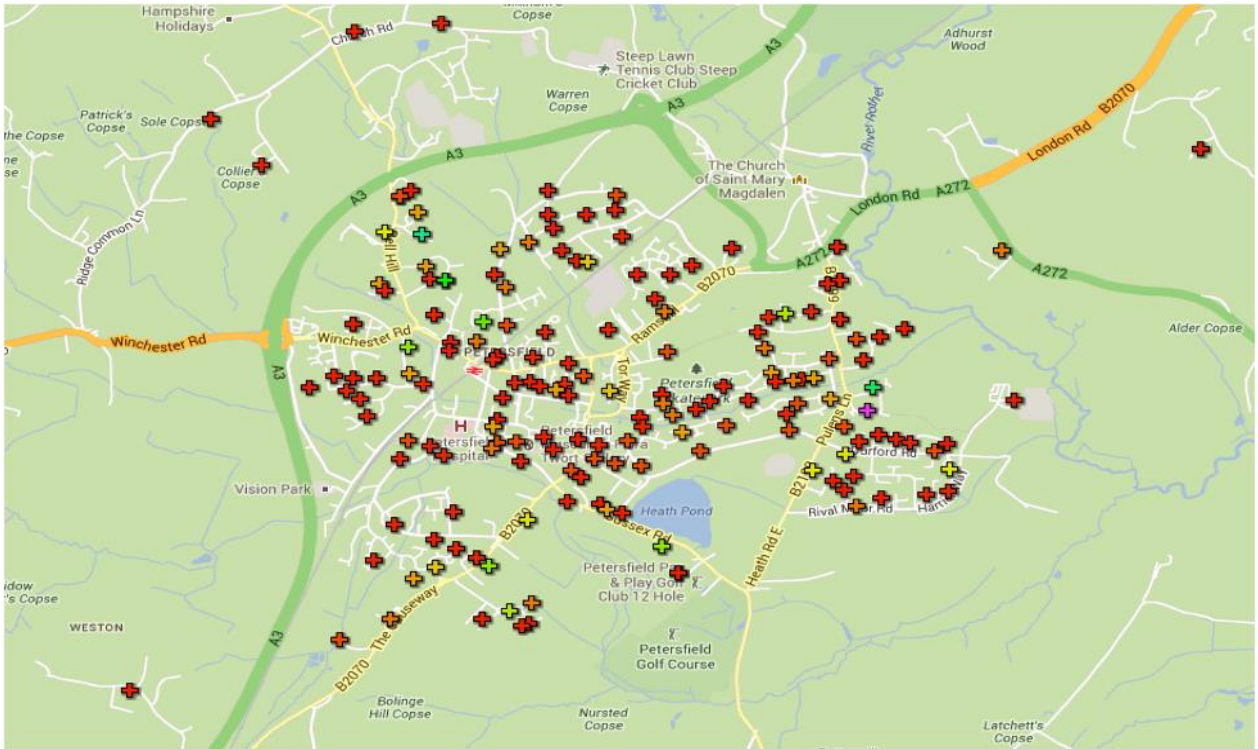


Figure 1 – Postcodes of attendees (Colour Coding indicates approx no. of visitors from each post code area – red=1 visitor, yellow= up to 3, amber = 4 to 8 and green is more than 8)

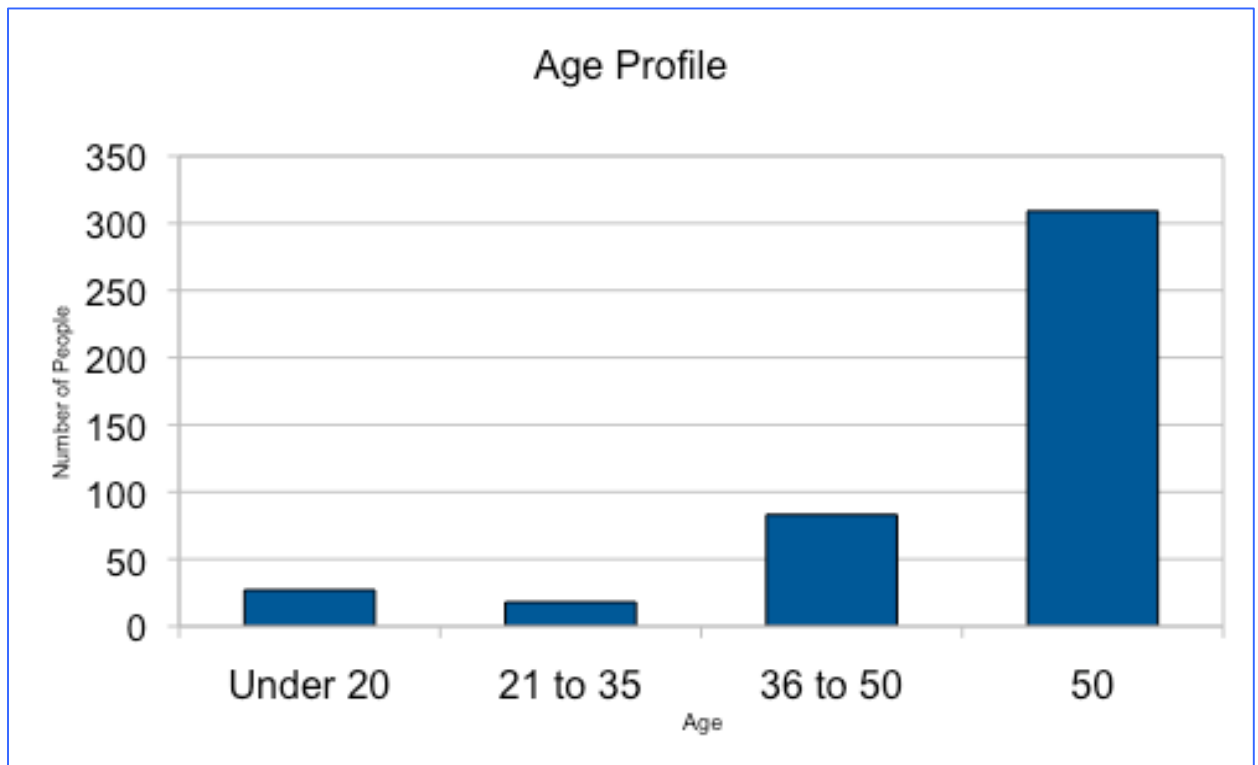


Figure 2 – Age Profile of attendees

Feedback Mechanisms

Feedback was solicited as follows:

- Informal feedback was invited using post-it notes which were available throughout the hall.
- Formal questionnaires were provided inviting people to state whether they supported the vision (yes or no), the housing policies (yes or no) and which option they preferred (Purple, Orange or Blue). There was also the opportunity to provide additional feedback on the questionnaires.

Some indicative photographs showing typical use of post-it notes are provided at annex E.

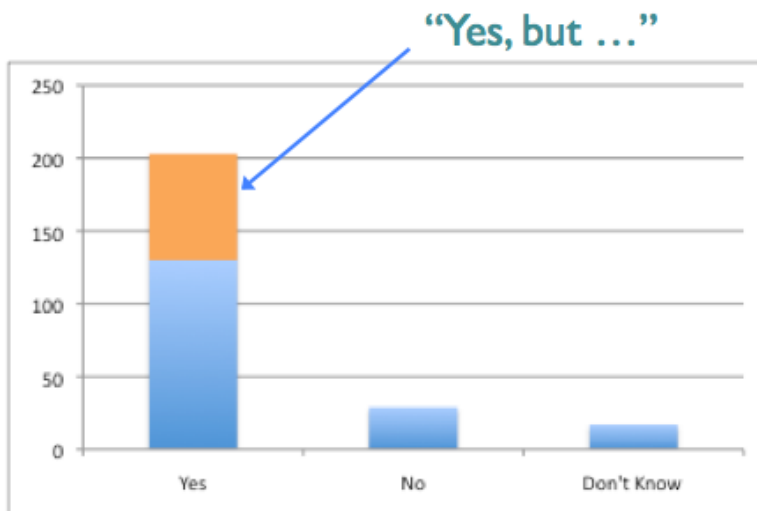
The Feedback

The event resulted in a significant number of comments, either via post-it note, annotated onto the questionnaires or via the website in the two weeks following the weekend. Overall, more than 1500 individual comments were received.

The questionnaires and comments were analysed and a number of key themes identified. In addition, any points raised which implied a change to a policy or status of a potential development site were identified and subsequently discussed by the Neighbourhood Plan Group. In some cases, where the point raised new or different information, changes were made to the associated policy. This analysis is available in the form of a separate spreadsheet for each topic area in the evidence area of the Petersfield Neighbourhood Plan website.

The specific questions asked by the questionnaires gave the following results and key points:

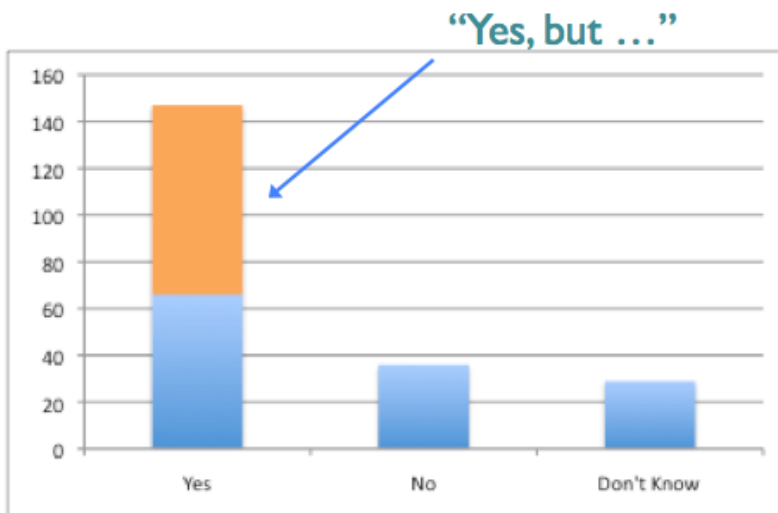
Do you support the Vision?



Key Points:

- Need to ensure the infrastructure can cope
- It's just a wish list – how will it happen?
- Well thought out
- Support the idea of 'compactness'

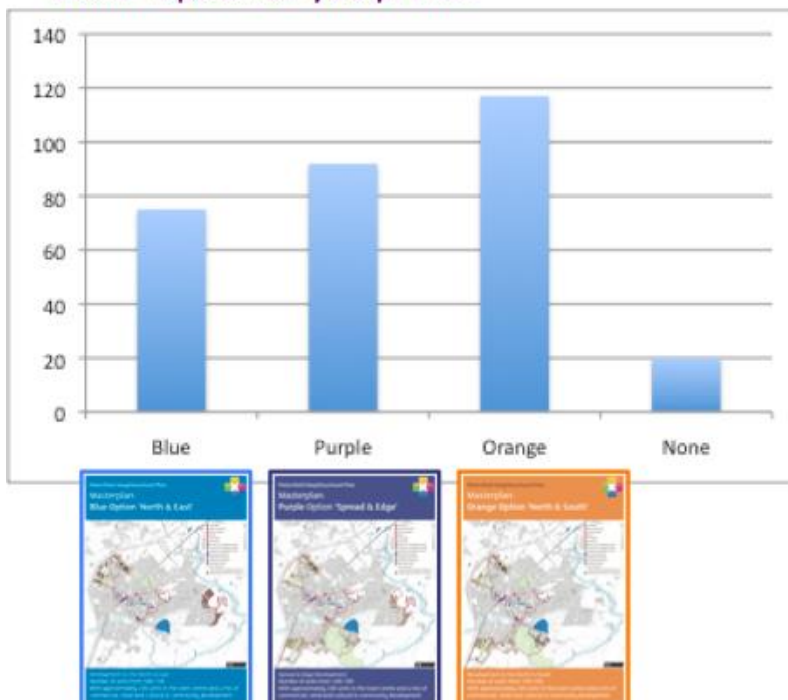
Do you support the Housing Policies?



Key Points:

- Disagree or don't understand housing mix numbers
- Agree with affordable housing policy
- Agree with local need policy
- Support for Self Build
- Support for good quality and contemporary architecture

Which option do you prefer?



Key Points:

- Retaining compactness is key
- Many specifically against building on Penns Place
- Low density / spread development
- No multi-storey car park in the town centre – near the station ... maybe
- Many specific site comments – particularly regarding the ‘new’ site between Tilmore and Bell Hill

Many comments asked questions about policies or made statements about the suitability of certain sites. It was decided that the team did not have sufficient resource to answer each comment individually, but many were of a similar or identical theme and this type of comment was therefore analysed to give a list of common FAQs which was then placed on the website. A copy of these FAQs is at annex F.

Other key areas of feedback

With over 1500 individual comments it is hard to provide a succinct report of all the comments received, however the following bullet points highlight some of the key areas of feedback from other topics:

- Generally people felt any money raised through development (developers contributions) should be allocated to improving and enhancing current infrastructure before building new (for example enhancement of the Festival Hall and Lido)
- Green Infrastructure (open green spaces, sports pitches etc) and blue infrastructure (streams, rivers and ponds) should be enhanced in and around the town. Many people felt we don't make enough of the streams and rivers running through the town or the wonderful landscape which comes into the town.

Deductions and Follow-up Actions

The event resulted in the following deductions and follow-up actions:

- More effort was required to assist the public in understanding the context of the neighbourhood plan and what it can achieve prior to soliciting their opinion
- There was strong support for the vision – in particular the concepts of 'compactness' and 'walkability'
- There was general support for the housing policies, with some misunderstanding of the detail underpinning the more complex policies (e.g. housing mix percentages) – again, more explanation was needed
- Many people offered opinions as to why specific sites were unsuitable for development – this underpinned the need for a further, more detailed assessment of the remaining sites and prompted the group to commission an independent Sustainability Assessment for all the remaining sites
- Whilst there was most support for the Orange option, it was suspected that this was influenced to some degree by people assuming that development at Penns Place included all of the playing fields (which was not actually what was shown). Nevertheless, the results indicated a general preference for sites within 15-20 minutes walk of the town's key nodes (e.g. town centre, train station and schools).
- People felt strongly that a multi-storey car park was not appropriate in the town centre, but accepted that one may be appropriate at the station or the lower part of the Tesco car park.
- There was strong support for a more pedestrian friendly town centre which would include an east - west spine - High Street, vehicle free Square, Chapel Street and Lavant Street to the Station. However, there was very small support for full pedestrianisation of the High Street.
- There was strong support for pedestrian and cycle friendly residential streets and school areas with traffic speeds reduced by street design measures.
- The public was concerned that infrastructure would not keep pace with the development of new homes (and therefore the increase in population). Several existing streets would need to be re-designed to cope with traffic so that pedestrians could move and cross safely – traffic speeds would need to be reduced.
- There was support for low density development spread across a number of sites as opposed to a small number of large sites at higher densities
- There was support for high quality contemporary architecture which was appropriate to the location
- There was support for Self Build/Custom Build

Annexes

- A. Invitation Postcard
- B. The Vision
- C. Policies
- D. Sites and Purple, Orange, Blue options
- E. Indicative Photographs of the use of Post-it Notes
- F. FAQs resulting from common questions/themes

Options Development Weekend

26th/27th October @ Petersfield Festival Hall

Last chance to have your say

A group of local volunteers has now been working for over a year to understand what you want for the future of your town.

You have had a lot to say. You've told us that Petersfield is a special place to live and that you want to keep it that way. You've told us that you understand we need to build new homes, but you don't want any more large greenfield developments. You've told us that you want to be able to park safely and easily near your home. You've told us that you would prefer to get around town on foot or on a bike – if it was safe enough. You've told us that having affordable homes for the young people of Petersfield is important whilst the amount of housing we can offer both growing families and an ageing population needs to be considered. You've said a lot more besides ...



Petersfield's
Neighbourhood
Plan



Now you have an opportunity to influence how our Neighbourhood Plan might help us achieve all this.

On the 26th or 27th of October, come to the Festival Hall and help shape the future.

We have used the community's feedback to develop some options:

- We've got options for the overall Vision of how our town should develop.
- We've got options for the Policies that could help us achieve those visions.
- Finally, we've also got options laying out the Sites that could accommodate new homes.

We'd like you to come and tell us what you think. Your feedback will tell us what we need to put into the final plan.

The next opportunity you will get to express your opinion on the plan is at the referendum in 2014 when you will only be able to say 'yes' or 'no'. At that point, if the town says 'no', then we will effectively have no local policy on housing. So, if you've got something to say, do please come and say it now.

This is an important moment in the history of our town. Come and have your say.

Options Development Weekend - Petersfield Festival Hall
Saturday 26th October 10am - 4pm | Sunday 27th October 11am - 4pm



Petersfield's
Neighbourhood
Plan

Petersfield Neighbourhood Plan
www.petersfieldsplan.co.uk

Annex B – The Vision

Our 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.

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.

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.

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.

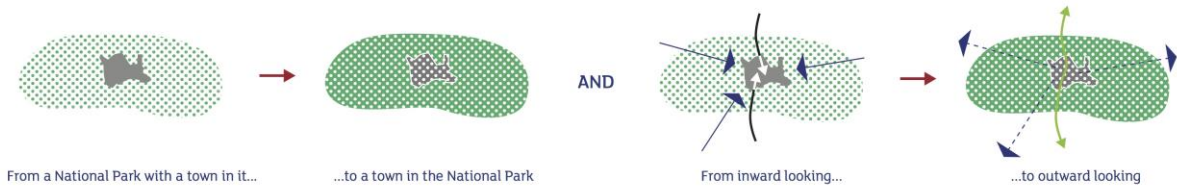
We will be able to move easily around the town with a network of footpaths and cycleways. Our town centre and residential streets will be designed to give pedestrians and cyclists priority over vehicles. When we need to travel further, we will enjoy excellent public **transport** facilities from community-led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

Our town's setting in the **environment** will have been preserved and enhanced. Bio-diversity 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.

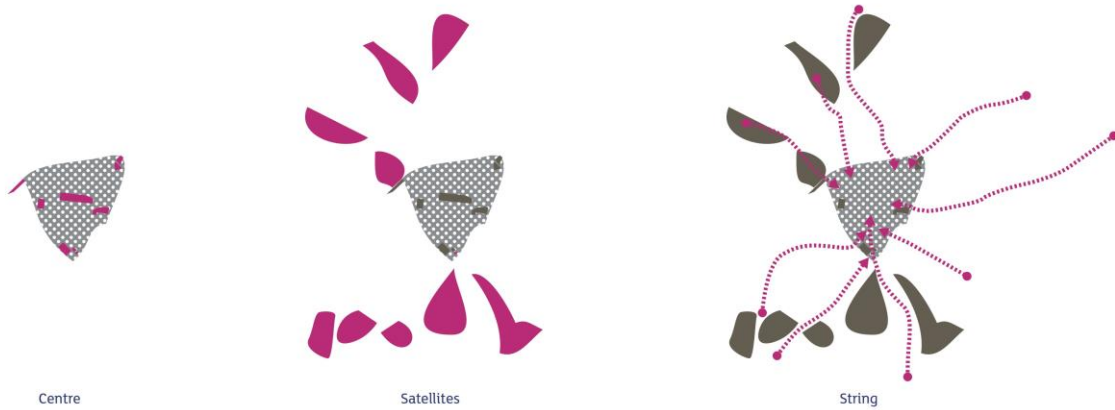


Development Concept

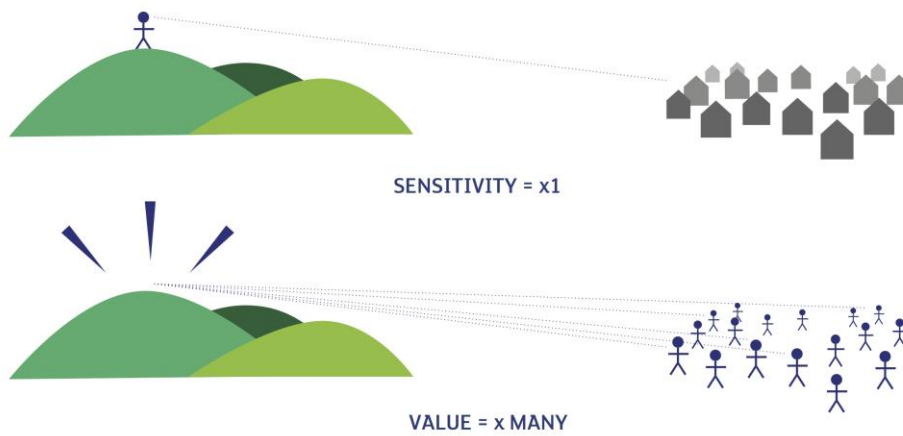
Understanding the Town's context:



Components of a plan for a sustainable town:

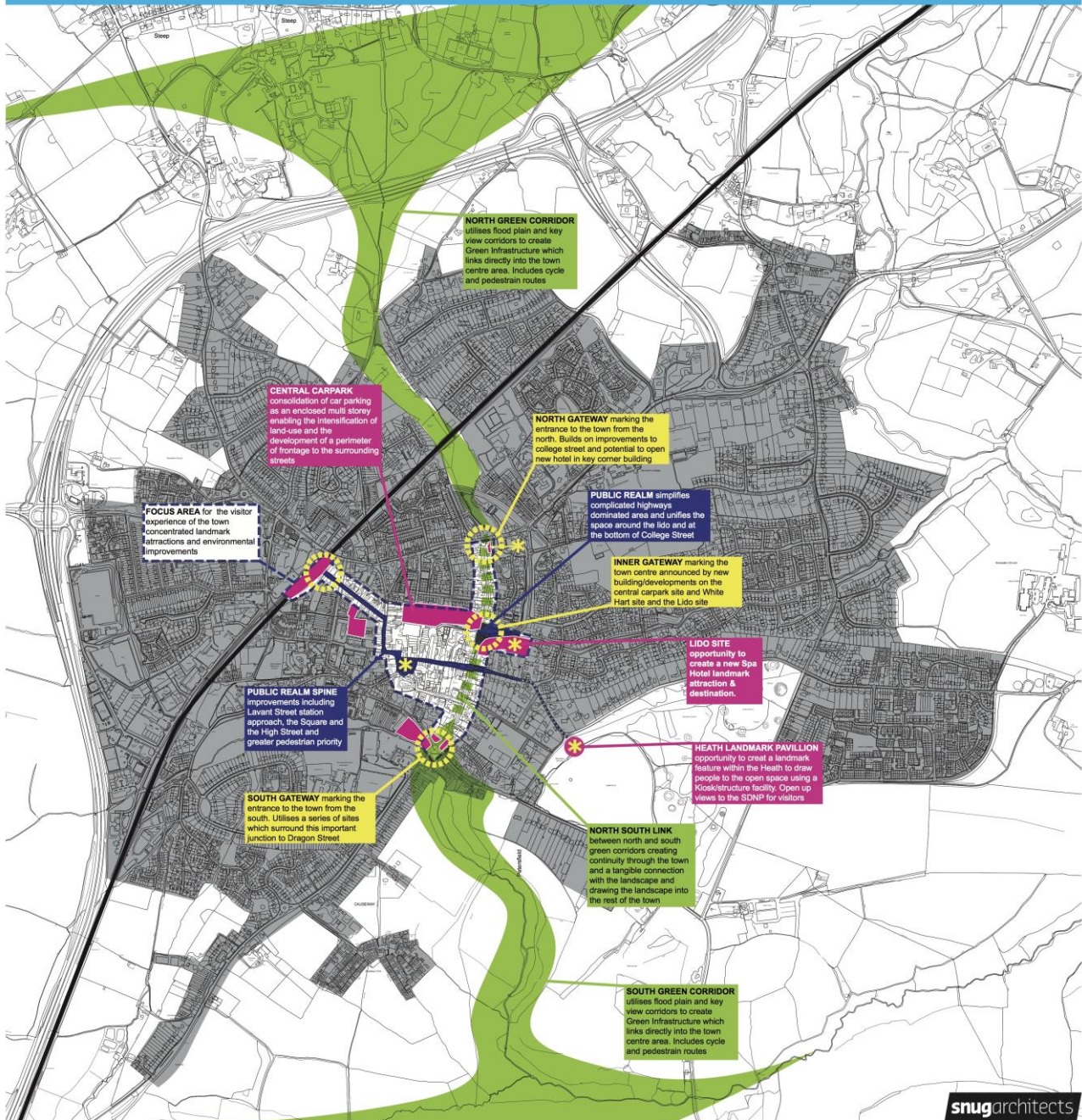


A 'Landscape Value Assessment' approach:





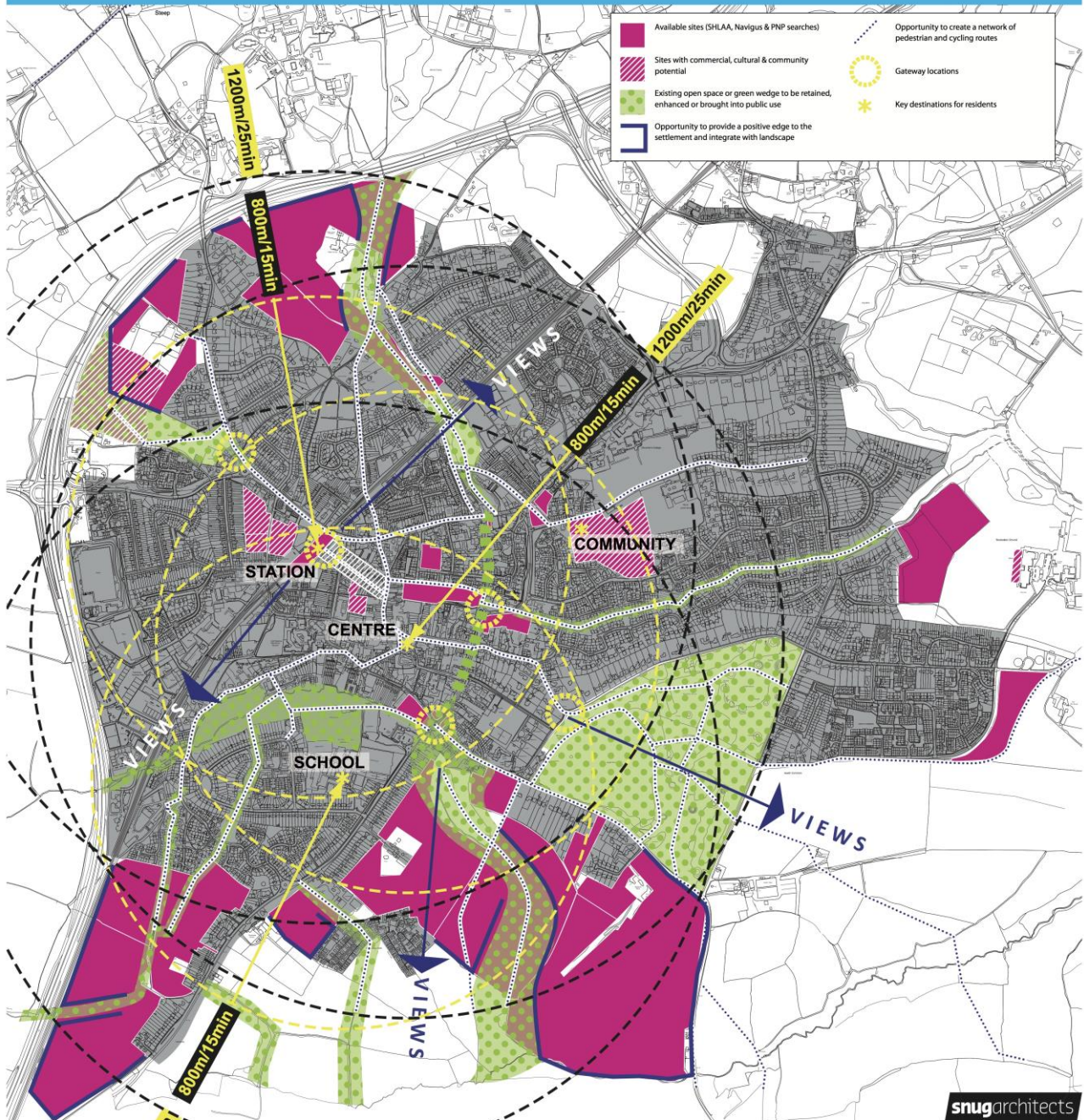
Opportunities: A great place to visit



Aims: To reinforce key visitor routes, improving the visitor offer, creating an enlarged town centre and by linking attractions into a greater whole.
To establish Petersfield as the destination town within the South Downs National Park.



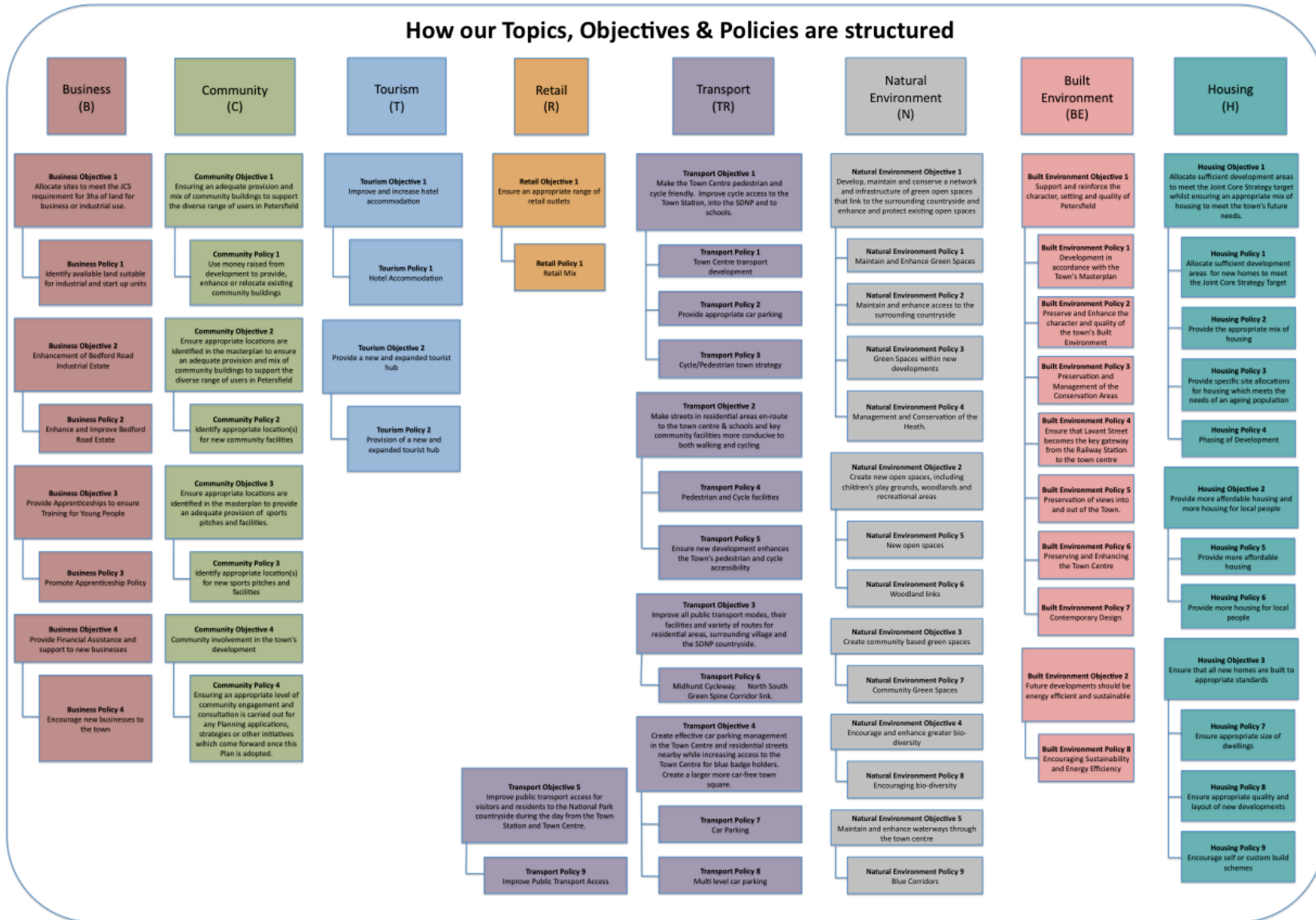
Opportunities: A great place to live



Aims: To provide housing in locations which preserve and enhance the town's relationship with its landscape -housing site selections balance accessibility and landscape impact.
 To provide opportunities for sustainable patterns of living within a walkable town area.

Annex C – The Policies

How our Topics, Objectives & Policies are structured



Obj Ref.	Objective	Policy Ref	Policy Description/Title	Policy Background	Draft Policy
HO1	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.	HP1	Allocate sufficient development areas for new homes to meet the Joint Core Strategy Target	The Neighbourhood planning process has evaluated previous reports, studies and other evidence in order to make an assessment of what sites have potential for development and how likely they are to come forward for development during the period of the plan. This assessment has been set against the views expressed by the people of Petersfield in order to develop a masterplan for the long-term development of the town. This will help us decide how we wish to position housing, business, leisure and retail buildings as the town grows.	Permission will be given for the target number of dwellings for Petersfield as set out in the Joint Core Strategy and shown in the site allocation section of this plan. Development should meet the requirements of the individual site allocations and all other policies of the Neighbourhood Plan.
		HP2	Provide the appropriate mix of housing	We have looked at our current housing stock, the demographic trends, the community's views and what a balanced population might look like. This has highlighted that we need to focus on housing for first time buyers, growing families and an ageing population. We have therefore developed a target mix of housing for the first five years of the plan. During this period of the plan, planning applications will need to demonstrate that they will not result in any significant divergence from this target. After this date the situation will be reviewed and our target mix adjusted as appropriate.	Planning applications for new housing must demonstrate that the development they are proposing will contribute positively towards achieving the required mix of housing as specified in table xx below. Individual developments need not necessarily conform exactly to this mix, but Planning Officers must be satisfied that the overall combination of new homes that are being produced will achieve the target mix as articulated.

Obj Ref.	Objective	Policy Ref	Policy Description/Title	Policy Background	Draft Policy
		HP3	Provide specific site allocations for housing which meets the needs of an ageing population	Demographic trends and feedback from the community indicates that we need to cater for the needs of an ageing population as people retire. With people living longer, there is a need for good quality residential and continuing care facilities. We therefore need to allocate land to achieve this.	Permission will be given for developments which meet the needs of an ageing population on sites which have been specifically allocated for this purpose in the site allocation section of this plan. These allocations will form part of the overall JCS target housing figure.
		HP4	Phasing of Development	There was significant concern from the community that developers might choose to build the maximum number of homes required within the early years of the plan. This would be highly disruptive to the town and would also not allow for the town's infrastructure to keep pace with development. It is therefore proposed to divide the target number of homes into three equal phases of five years.	Permission will be given for developments up to a maximum of one third of the target number of homes in each five year epoch of the plan.

Obj Ref.	Objective	Policy Ref	Policy Description/Title	Policy Background	Draft Policy
HO2	Provide more affordable housing and more housing for local people	HP5	Provide more affordable housing	Our research has shown that Petersfield is an expensive place to live and that many people who would like to live here, or who have family connections with the town, cannot afford to live here. We wish to encourage a mix of people in our town and would therefore like to offer a greater range of affordable homes. The Joint Core Strategy mandates that 40% of all new developments will consist of affordable housing - we believe this is appropriate for Petersfield and have therefore mirrored this policy in the neighbourhood plan.	Proposals for residential development which results in one or more dwellings (net) will be required to provide 40% affordable housing to meet the needs of local people including the elderly and those with specific needs. A minimum of 40% of this housing will be one bedroom and a further 40% two bedroom. The affordable housing will normally be provided on site but where special circumstances exist including where the affordable housing would be better located on an alternative site in Petersfield, a financial contribution in lieu of on-site provision will be accepted. The requirement for a local connection will be included in a section 106 agreement.
		HP6	Provide more housing for local people	Feedback from the community 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. Whilst we want to address this, we must also ensure that developments remain viable and that there are opportunities for people to move into Petersfield from other areas. We are therefore proposing that for all new developments, a small proportion of the market housing that is built will only be owned by people with a local connection.	For all new developments resulting in a net increase of 10 dwellings or more, 10% of the market housing must be restricted to those with a local connection to Petersfield. The requirement for a local connection will be included in a section 106 agreement. If this requirement makes a proposal unviable or a lack of local need is proven the evidence must be submitted as part of the applicant's housing strategy.

Obj Ref.	Objective	Policy Ref	Policy Description/Title	Policy Background	Draft Policy
HO3	Ensure that all new homes are built to appropriate standards	HP7	Size of dwellings	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. Bedrooms are often too small for double beds and living areas cramped. It was considered that the size of a dwelling relative to the number of bedrooms is an indication of its quality. Small homes are also more difficult to adapt for people with disabilities or for older people who have difficulties with mobility. Whilst space standards are not yet part of Building Regulations, the government has proposed some new standards and is currently consulting on them. We believe that these standards are appropriate to the quality of home we would wish to see in Petersfield and have therefore chosen to adopt the minimum space and accessibility standards that are being proposed.	All new dwellings must meet the space and storage standards as laid down in the tables show below.

Obj Ref.	Objective	Policy Ref	Policy Description/Title	Policy Background	Draft Policy
		HP8	Quality and layout of housing developments	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 have produced an industry code called Building for Life which sets of standards for items such as character, street layout, car parking and public/private spaces. We believe that meeting the standards for all 12 sections of this code is appropriate for new development in Petersfield.	Proposals for new housing should be of high quality design and layout reflecting Petersfield's character, identify and distinctive settling in the South Downs National Park. They must demonstrate how they meet the specific design policies in the Plan. In particular, the housing layout should include adequate parking areas, green space and landscaping. Proposals should include a Building for Life 12 assessment and will be expected to score 12 out of 12 greens when assessed against these criteria
		HP9	Encouraging Custom and Self Build	Increasing numbers of people are becoming involved in building their own home. Government figures indicate that 53% of people would wish to be able to build or specify a new home. Building your own home or having a home custom built has a number of advantages: the individual gets the home they want at a lower than market price; self builders are more likely to be local people and the homes that are built will tend to be better quality with more innovative architecture than a standard developer's offering. We would therefore wish to strongly encourage landowners and developers to offer custom-build options on all or part of their developments.	Applications for self build or custom build schemes will be strongly supported where the location and nature of the proposed development is appropriate.

Obj Ref.	Objective	Policy Ref	Policy Description/Title	Policy Background	Draft Policy
BEO1	Support and reinforce the character, setting and quality of Petersfield	BEP1	Development in accordance with the Town's Masterplan	The community's feedback has been used to develop an overall masterplan which outlines how Petersfield will develop over the coming years. This is shown in section xx. If we are to achieve this vision then all new developments must be in accordance with this plan.	Permission will only be given for development where the proposal supports the development masterplan as shown in section <ccc> of this plan
		BEP2	Preserving and Enhancing the character and quality of the town's Built Environment	A very strong theme in the community feedback was that Petersfield had a special character whi	All development will be required to respect the character, identity and distinctive setting of Petersfield and to be of high quality and design.
		BEP3	Preservation and Management of the Conservation Areas	The Conservation Area Appraisal and Management Plan (CAAMP) sets out how we need to manage and preserve the historic areas of our town. We need to ensure that all new development complies with this document and thus ensures sympathetic new additions within the conservation areas.	Development within the Conservation Area will need to take account of the Appraisal and Management Plan, be sympathetic to area's heritage, its historic buildings and burgage plots
		BEP4	Ensure that Lavant Street becomes the key gateway from the Railway Station to the town centre	The Town Design Statement 2010 identified Lavant Street as an "Opportunity Site" for substantial improvement and enhancement. This had developed as part of the consultation process and was subsequently endorsed by the CAAMP and by work undertaken by HCC. It is an important route linking the railway station and the town centre, but with poor architectural detailing, lack of footfall and limited signing. Traffic is two-way, with on-street parking on the south side.	Lavant Street will be the main gateway to the town centre from the Railway Station for pedestrians and cyclists. Proposals will be developed in partnership with retailers and businesses to improve car parking, landscaping, shopfronts and signage to encourage visitors. Any proposals for redevelopment must respect the overall scheme and be consistent with its vision.

Obj Ref.	Objective	Policy Ref	Policy Description/Title	Policy Background	Draft Policy
		BEP5	Preservation of views into and out of the Town.	The Town Design Statement 2010 and the vision prepared as part of this plan has identified the importance of the setting of the town within an enclosed landscape that enables views out and into the town so that the town is fully part of the National Park. This is endorsed by the feedback from consultations.	Any development, erection or alteration of buildings and structures must protect key views and vistas into and out of the town. The heights of new buildings and structures should be appropriate to the setting, distinctiveness and character of the town.
		BEP6	Preserving and Enhancing the Town Centre	The Town Design Statement 2010 and the CAAMP recognise the historic nature of the town centre, its many listed and other key buildings, its scale and market town atmosphere. All the consultations undertaken for the Plan have emphasised the importance of the character of the town and that it should be enhanced and preserved as far as possible.	In Petersfield Town Centre developments must demonstrate how the proposals reinforce the character of the Conservation Area and reflect Petersfield's heritage. Appropriate materials should be used and traditional features such as shop fronts, walls and surfaces retained. The EHDC Shopfront Design Guide will be used to inform planning decisions
		BEP7	Contemporary Design	Despite feeling strongly that Petersfield's built environment should be preserved and enhanced by sympathetic new development, the people of Petersfield also felt that high quality contemporary design should be encouraged where appropriate and would add to the rich tapestry of the town.	Any design which adds to the character and richness of Petersfield should be encouraged. Innovative and contemporary designs, if appropriate, should be to the highest standards and be complementary to their context and buildings in their vicinity.

Obj Ref.	Objective	Policy Ref	Policy Description/Title	Policy Background	Draft Policy
BEO2	Future developments should be energy efficient and sustainable	BEP8	Encouraging Sustainability and Energy Efficiency	Ensuring that all new development is both highly energy efficient and sustainable was something that the people of Petersfield felt was important. There are a number of codes and mechanisms to try and achieve this which may change and evolve during the lifetime of the plan. We have therefore adopted, as a minimum, the JCS policy of using the Code for Sustainable Homes and BREEAM Assessment mechanisms to encourage appropriate standards. However, we propose to accelerate their timeline and mandate Code Level 5 for domestic dwellings from 2014 onwards. We would also wish to encourage even higher aspirations and therefore, for any development which can demonstrate that it is zero carbon (exact definition to be developed), we will reduce the requirement for affordable housing requirement to 30%. Due to the rapidly evolving standards and codes in this area, new codes or governments 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.	Domestic Developments should achieve a Code Level 5 from 2014 but will otherwise be in accordance with Policy CP22 of the Joint Core Strategy. Non-domestic developments will be in accordance with CP22. Developments which can be demonstrated to be zero carbon (exact definition to be developed), we will reduce the requirement for affordable housing requirement to 30%.

Obj Ref.	Objective	Policy Ref	Policy Description/Title	Policy Background	Draft Policy
NO1	Develop, maintain and conserve a network and infrastructure of green open spaces that link to the surrounding countryside and enhance and protect existing open spaces	NP1	Maintain and Enhance Green Spaces	Consultations have recognised that green infrastructure linking town to countryside is essential and that we need to make the most of existing green areas such as The Heath and links such as long distance footpaths, cycle routes, woodlands and rivers. This has been reinforced by EHDC's Green Infrastructure Strategy, the TDS and daft Bio-diversity Plan. Concern has been expressed over lack of local consultation over Shipwrights Way and strong views expressed about Penns Place playing fields and the need to retain them as a recreational and leisure resource for the town, particularly for children and young people as a safe and secure area. Concerns have also been expressed about Merritts Meadow and Borough Green being under threat from developers	A Green Infrastructure Strategy will be prepared and implemented to link the open spaces and the surrounding countryside. In addition, the following sites are allocated as open space - Borough Road, Merritts Meadow and Causeway Farm to be maintained, protected and conserved for community use and enjoyment.

Obj Ref.	Objective	Policy Ref	Policy Description/Title	Policy Background	Draft Policy
		NP2	Maintain and enhance access to the surrounding countryside	Consultations have recognised that green infrastructure linking town to countryside is essential and that we need to make the most of existing green areas such as The Heath and links such as long distance footpaths, cycle routes, woodlands and rivers. This has been reinforced by EHDC's Green Infrastructure Strategy, the TDS and daft Bio-diversity Plan. Concern has been expressed over lack of local consultation over Shipwrights Way and strong views expressed about Penns Place playing fields and the need to retain them as a recreational and leisure resource for the town, particularly for children and young people as a safe and secure area. Concerns have also been expressed about Merritts Meadow and Borough Green being under threat from developers	A Footpath and cycling strategy will be developed to protect and enhance existing links to the surrounding countryside such as the Hangers Way, Shipwrights Way and Serpents Trail.
		NP3	Green Spaces within new developments	This is recognised as good practice and has been requested as part of the consultation process	New developments will make provision for open green spaces that will link with other green areas as well as footpaths and cycleways.

Obj Ref.	Objective	Policy Ref	Policy Description/Title	Policy Background	Draft Policy
		NP4	Management and Conservation of the Heath.	The Heath is recognised by residents and visitors as a very important Site of Nature Conservation (SINC) and by English Heritage as Scheduled Ancient Monument with at least 22 prehistoric burial mounds. It is used for a range of recreational pursuits including fishing, boating, sports and informal play as well as being the site of the Taro fair. The Fiends of Petersfield Heath is an independent group and work closely with the Town Council to preserve it as natural heath land, grass land, woodland and water for the enjoyment of all who use it.	The Heath together with its ancient monuments will be maintained and conserved as a mosaic heathland habitat and heritage site, in accordance with national guidance and its Management Plan which will be regularly reviewed and updated.
NO2	Create new open spaces, including children's play grounds, woodlands and recreational areas	NP5	New open spaces	This is recognised as good practice and has been requested as part of the consultation process	The Green Infrastructure Strategy will identify new open spaces to be created including additional provision for young people in the west Petersfield.
		NP6	Woodland links	New woodlands could be created as part of the overall masterplan and landscaping strategy.	Woodland links will be established between the Hangers, the town and the South Downs to reinforce local gaps and facilitate species migration and biodiversity
NO3	Create community based green spaces	NP7	Community Green Spaces	The local campaign to adopt Merritts Meadow has been strongly supported by residents, EHDC GI recommends "a variety of approaches to encourage greater community involvement."	Open spaces to be adopted by the community will be identified together with voluntary involvement in their creation and maintenance. This will be encouraged to promote opportunities for volunteering, healthy lifestyles and skills training

Obj Ref.	Objective	Policy Ref	Policy Description/Title	Policy Background	Draft Policy
NO4	Encourage and enhance greater bio-diversity	NP8	Encouraging bio-diversity	Consensus in favour, particularly highway verges and wildflower planting in recreation areas such as Love Lane, BAP supports Habitat Action Plans - Heath (SINC), Rotherlands NR, River Rother (SINC) and actions for priority habitats- woodland link (Hangers to South Downs); unimproved grassland (Durford Road water meadows and the Causeway); dry acidic grassland (Harrier Way)	Developments should take account of and encourage biodiversity, ensuring these are reflected in maintenance and conservation programmes
NO5	Maintain and enhance waterways through the town centre	NP9	Blue Corridors	The Town Design Statement 2010 identified the unusual network of streams and brooks that flow through the town including the two central car parks. In parts of the town centre they are hidden and unkempt although Tilmore Brook has been well landscaped in Herne Farm and the Rotherlands Conservation Group has promoted and developed an extensive blu/green corridor along the River Rother valley.	The River Rother and its tributaries will be protected and enhanced as "Blue Corridors" and the associated wetlands conserved as important biodiverse catchments
TRO1	Make the Town Centre pedestrian and cycle friendly. Improve cycle access to the Town Station, into the SDNP and to schools.	TRP1	Town Centre transport development	Strength of feedback from community and user groups on the need for cycling provision and particularly for a pedestrian friendly town and town centre has been high. Views on traffic speed too high in the town centre and streets needing to be cycling conducive was a consistent thread.	Create a pedestrian priority high street while aiding cycle access through design measures. Provide a pedestrian and cycle friendly Lavant Street and Chapel street while providing on street parking.
		TRP2	Provide appropriate car parking	Community feedback indicates that car parking needs to consider more short stay provision and, that location and management should aid vitality but not spoil the character of the town	Car parking provision, costs and management shall support the vitalityof the town centre while enhancing its visual attractivenss

Obj Ref.	Objective	Policy Ref	Policy Description/Title	Policy Background	Draft Policy
		TRP3	Cycle/Pedestrian town strategy	There has been consistent feedback on better pedestrian links to aid town walkability - 10-15 minutes walk is a key figure. This also aids car parking pressure relief and sustainability. Cycle links were also key comments, as too addressing traffic speed on key routes to school to create safer streets for cyclists and pedestrians.	Create strategy to provide pedestrian friendly and cycling conducive connections, including provision of cycleways, street design traffic slowing measures and easier more frequent pedestrian crossing points. Ensure development in proximity to town centre supports the strategy delivery via contributions.
TRO2	Make streets in residential areas en-route to the town centre & schools and key community facilities more conducive to both walking and cycling	TRP4	Pedestrian and Cycle facilities	There has been consistent feedback on better pedestrian links & crossing points to aid town walkability - 10-15 minutes walk is a key figure. Cycle links were key comments, as too addressing traffic speed on key routes to school to create safer streets for cyclists and pedestrians.	New development shall provide pedestrian crossings and cycle links to connect & enable easy and safe walking and cycling to the TC and schools. Contributions will be sought for completion of routes where development cannot complete the link near the development site.
		TRP5	Ensure new development enhances the Town's pedestrian and cycle accessibility.	Note: this is the transport policy that needs to be including in formal planning policy.	New Development shall enhance the town walkability and cycling accessibility. New development shall ensure that streets near to schools and enroute to schools or increasing traffic on those streets resulting from the development are designed to ensure that they are pedestrian and cycling conducive.!

Obj Ref.	Objective	Policy Ref	Policy Description/Title	Policy Background	Draft Policy
TRO3	Improve all public transport modes, their facilities and variety of routes for residential areas, surrounding village and the SDNP countryside.	TRP6	Midhurst Cycleway. North South Green Spine Corridor link.	Midhurst former railway line indicated in Community Feedback as possible route for cycling off road and pedestrian route to link the Town with the National Park Countryside in a safe and enjoyable leisure manner. North- South pedestrian and cycle corridor will provide link for visitors and residents to the north and south of the town	Create new Eastern SDNP countryside cycle and pedestrian link to Midhurst. Development contributions to aid the implementation of former railway line conversion. Improve existing footpaths to provide cycle/pedestrian routes and adjoining land to create green corridor to the north and south of the town.
TRO4	Create effective car parking management in the Town Centre and residential streets nearby while increasing access to the TC for blue badge holders. Create a larger more car-free town square.	TRP7 a,b and c	Car Parking	Community feedback indicates strong support for enlarged Town Square. Limited access will need to be provided - more disabled parking is needed in town centre . The proximity and central nature of the square partly meets this need.	a.Provide an enlarged more car free Town Square . b.Ensure Car parking management is responsive to Town needs to retain vitality and enhance the centres built environment but to provide improved access for disabled users. c.Create and implement residents car parking control scheme within residential areas in close proximity to the town centre.
		TRP8	Multi level car parking	Community feed back has indicated a likely need for car parking increased provision at the Town station.	Explore need/ demand for further car parking near the town station to address visitor needs. Explore viability at station site for addressing demand.

Obj Ref.	Objective	Policy Ref	Policy Description/Title	Policy Background	Draft Policy
TRO5	Improve public transport access for visitors and residents to the National Park countryside during the day from the Town Station and Town Centre.	TRP9	Improve Public Transport, access.	Community feedback indicates need for greater number of smaller buses and their frequency to destinations in the SDNP but also to key facilities eg Hospitals. SDNP policy encourages/ seeks more sustainable transport modes to service visitor expectation.	Create strategy to provide more buses and increase service frequency in order to service the national park anticipated visitor numbers & residents needs. Seek funding to implement 2 year pilot . Explore joint use of bus and cycle carriers as part of the strategy. (Implement Strategy following bi annual review).
B01	Allocate sites to meet the JCS requirement for 3ha of land for business or industrial use.	BP1	Identify available land suitable for industrial and start up units	Feedback and research indicates that there is a need for business premises facilities to both provide employment and stimulate the local economy. We have therefore allocated site(s) for new business facilities in accordance with the 3ha requirement in the JCS. There is an aspiration for a Business Enterprise centre in the local area and we would like to see Petersfield meet this requirement.	Permission will be given for new business development as set out in the masterplan provided the development meets the requirements set out in the Policies of this plan and the Joint Core Strategy.
BO2	Enhancement of Bedford Road Industrial Estate	BP2	Enhance and Improve Bedford Road Estate	We need to attract new business to Petersfield and the Bedford Road estate is an ideal location. However, it is poorly organised and lacks small starter units for local businesses. Signage, landscape and walking/cycling routes could also be improved.	Any development of properties in the Bedford Road Estate must contribute towards improvements. Any CIL from these developments will go towards the implementation a Management Plan.
BO3	Provide Apprenticeships to ensure Training for Young People	BP3	Promote Apprenticeship Policy	There are few opportunities for young people to train for vocational careers in the Town.	We will work with the Business community to encourage more apprenticeship schemes within the town.

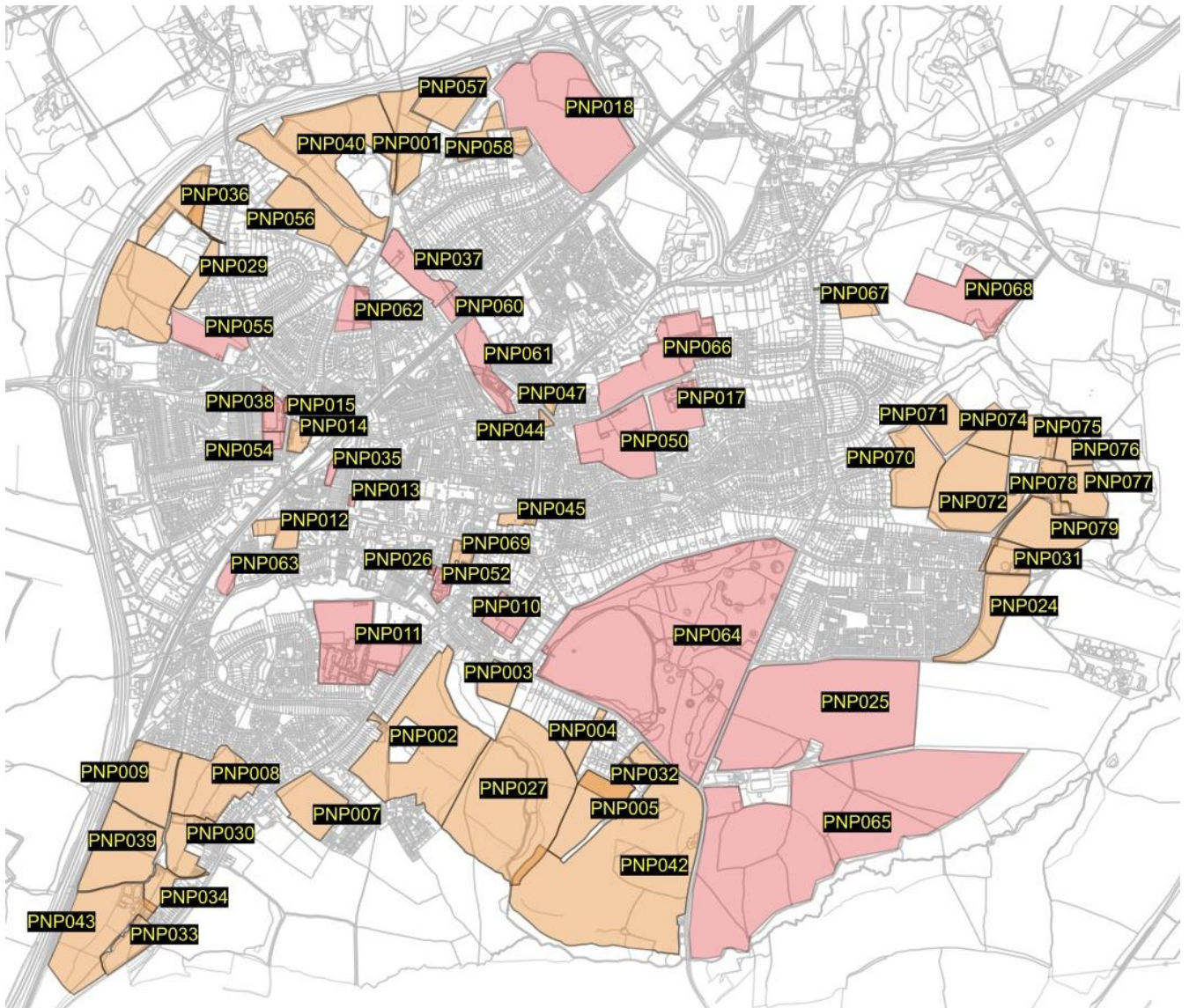
Obj Ref.	Objective	Policy Ref	Policy Description/Title	Policy Background	Draft Policy
BO4	Provide Financial Assistance and support to new businesses	BP4	Encourage new businesses to the town	We would like to encourage new business to come to Petersfield. We believe that we could provide a small amount of financial assistance to start-up business, but also provide them with links to other organisations who could offer more support.	We will set up arrangements to provide financial support and advice to new business starting up in Petersfield.
CO1	Ensuring an adequate provision and mix of community buildings to support the diverse range of users in Petersfield	CP1	Use money raised from development to provide, enhance or relocate existing community buildings	Feedback from community consultation has identified the need to enhance existing community buildings using funding raised from contributions made by developers through the community infrastructure levy. There are a wide range of community buildings in the town which require improvements to ensure their continued use and to ensure they are fit for purpose. There was also significant concern that any new development should not result in a net loss of community facilities - which does not mean that they couldn't be relocated.	The provision, relocation or improvement of community facilities (listed below) will be in accordance with the Masterplan and, wherever feasible, will be secured through developer contributions either through S106 or the Community Infrastructure Levy (CIL) mechanisms. Development that results in a net loss of community facilities will not be approved. Community Facilities are defined as <copy table from JCS!!>
CO2	Ensure appropriate locations are identified in the masterplan to ensure an adequate provision and mix of community buildings to support the diverse range of users in Petersfield	CP2	Identify appropriate location(s) for new community facilities	Feedback from community consultation identified the need to allocate appropriate locations to develop new community facilities which will support any growth in Petersfield's resident population. We ask that you identify sites in the town which you think would be appropriate for building community facilities, you can also identify which facilities would be appropriate in which locations.	Allocate 'x' site as being appropriate for the development of community facilities

Obj Ref.	Objective	Policy Ref	Policy Description/Title	Policy Background	Draft Policy
CO3	Ensure appropriate locations are identified in the masterplan to provide an adequate provision of sports pitches and facilities.	CP3	Identify appropriate location(s) for new sports pitches and facilities	Feedback from community consultation identified the need to allocate appropriate locations to develop new or expand existingsports pitches and facilities which will support any growth in Petersfield's resident population. We ask that you identify sites in the town which you think would be appropriate for locating sports pitches and facilities, you can also identify which facilities would be appropriate in which locations.	Allocate 'x' site as being appropriate for the development of new sports pitches and facilities
C04	Community involvement in the town's development	CP4	Ensuring an appropriate level of community engagement and consultation is carried out for any Planning applications, strategies or other initiatives which come forward once this Plan is adopted.	Feedback from the community identified that residents of Petersfield want to be consulted in a meaningful way on any proposed developments of intitiatves which affect them. Consultation and engagement should provide all members of the community to contribute through a vareity or methods and mediums, includign web based feedback, written consultation and public events	Development proposals which are submitted for sites allocated in this Plan must demonstrate that they have provided oportunites 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.
TO1	Improve and increase hotel accommodation	TP1	Hotel Accommodation	Feedback has indicated that there is a significant shortage of hotel accommodation in the town. This is a significant constraint on our ambition of developing Petersfield as a gateway to the South Downs. We would therefore wish to strongly encourage the provision of additional hotel accommodation.	Applications for the development of new hotel accommodation will be strongly supported in principle. Potential sites will be identified (but not specifically allocated) in the masterplan.

Obj Ref.	Objective	Policy Ref	Policy Description/Title	Policy Background	Draft Policy
TO2	Provide a new and expanded tourist hub	TP2	Provision of a new and expanded tourist hub	Petersfield has the opportunity to capitalise on being part of the South Downs National Park and become a gateway to the south downs. To achieve this, we need an expanded and more visible tourist facility which will welcome visitors to our town.	Applications for the development of a new tourist information hub will be strongly supported in principle. Potential sites will be identified (but not specifically allocated) in the masterplan.
RO1	Ensure an appropriate range of retail outlets.	RP1	Retail Mix	We must ensure that the mix of retail outlets on offer in the town centre meets the requirements of both residents and visitors to our town. Whilst we can not be overly prescriptive, we must ensure that there is an appropriate balance.	Applications for change of use of retail outlets will only be approved where the result would contribute positively to a balanced mix of retail outlets in the town centre area, as identified in the town's masterplan.

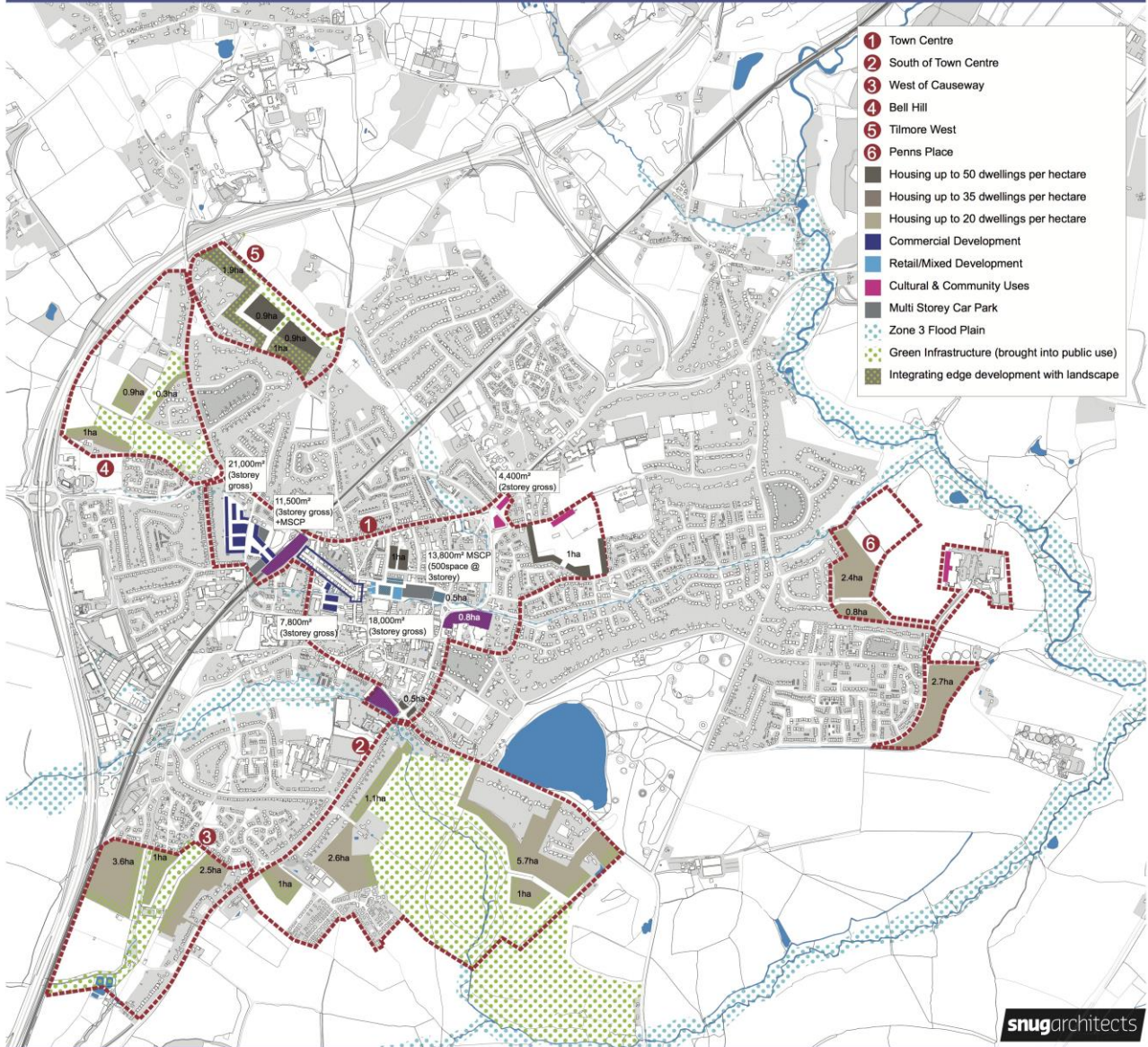
Annex D – The Sites and Purple, Orange, Blue options

Red/Amber Site Assessment





Masterplan: Purple Option 'Spread & Edge'



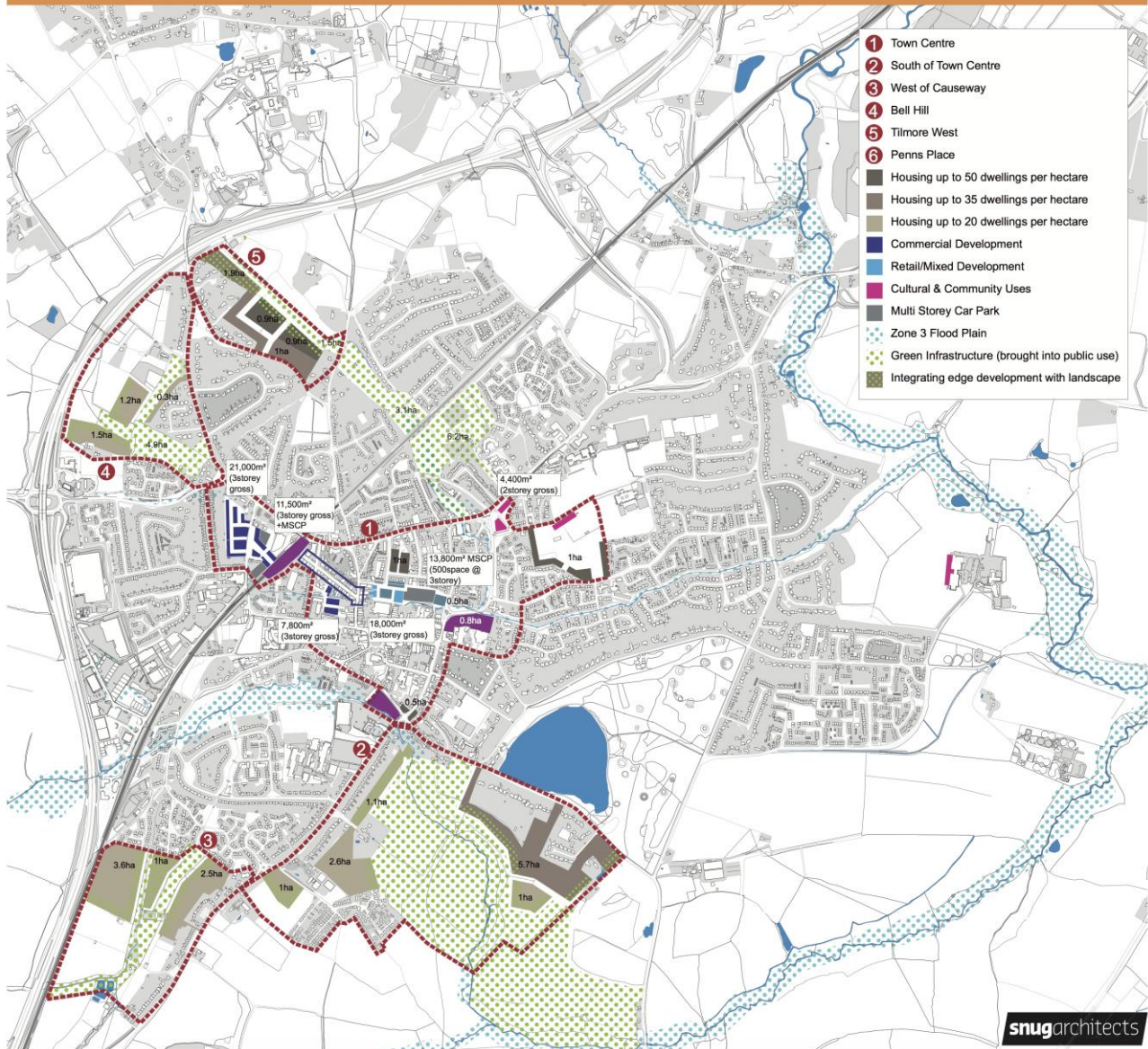
Spread & Edge Development

Number of units from: 400-700

With approximately 100 units in the town centre and a mix of commercial, retail and cultural & community development



Masterplan: Orange Option 'North & South'



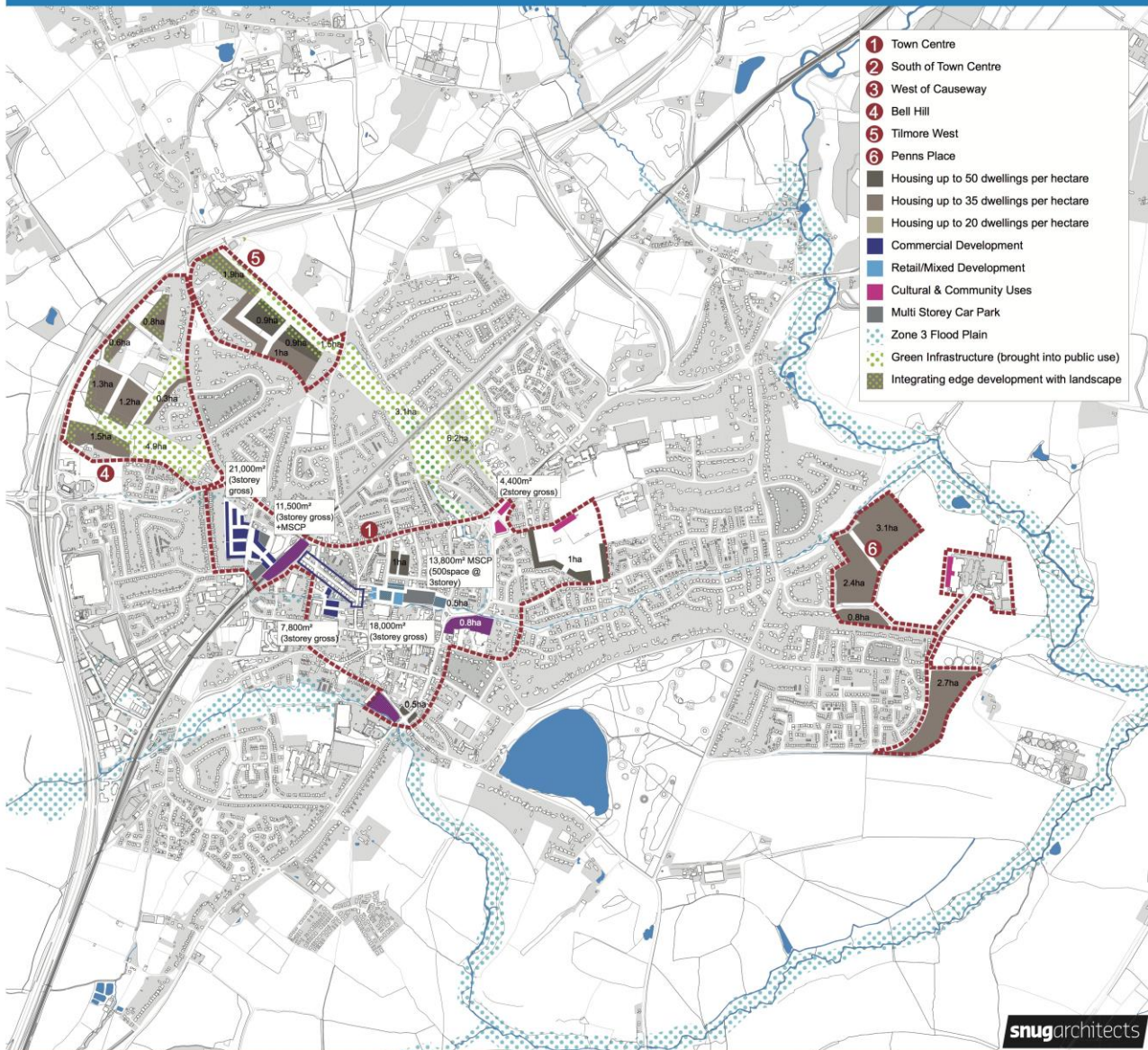
snugarchitects

Development to the North & South

Number of units from: 500-700

With approximately 100 units in the town centre and a mix of commercial, retail and cultural & community development

Masterplan: Blue Option 'North & East'

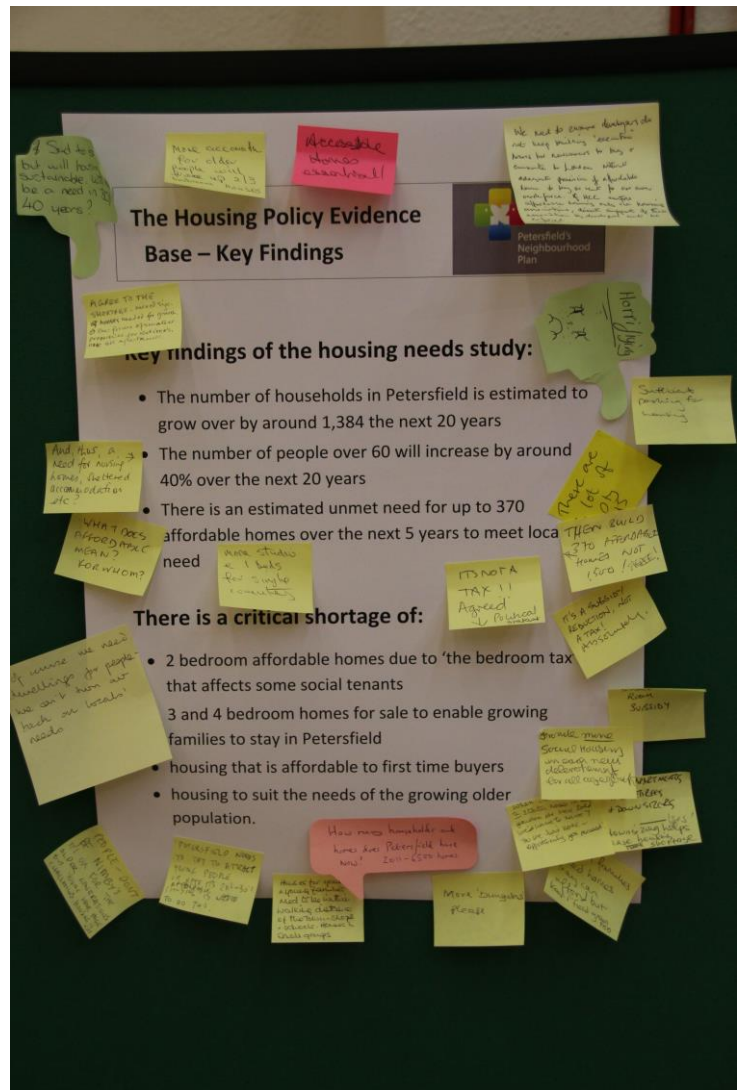
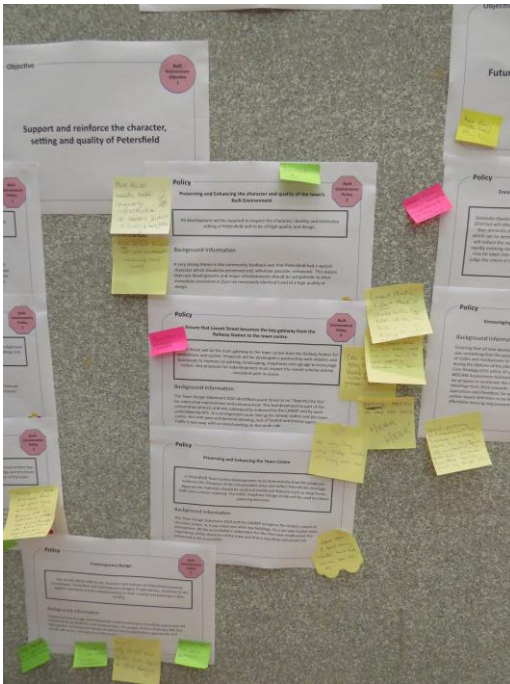
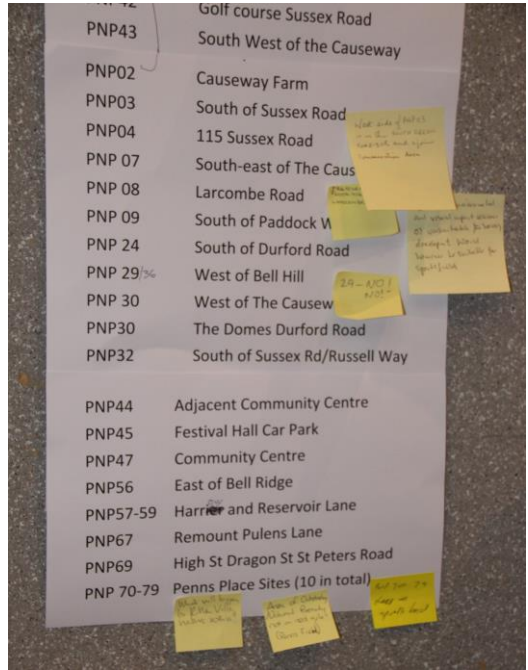
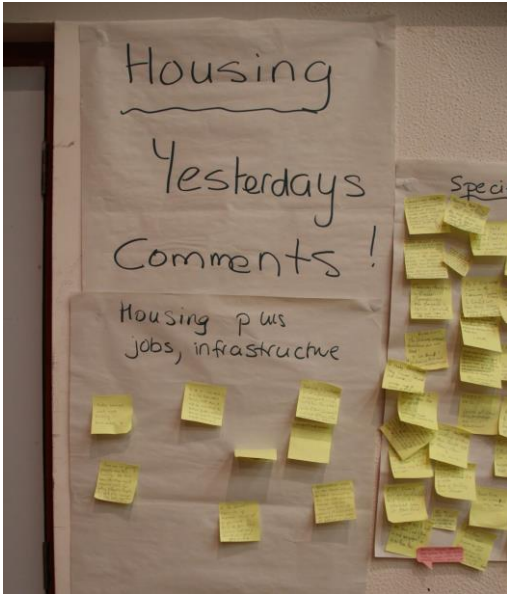


Development to the North & East

Number of units from: 680-700

With approximately 100 units in the town centre and a mix of commercial, retail and cultural & community development

Annex E – Indicative Photographs of the use of post-it notes



Annex F – FAQs Arising from common questions/themes

Topic	Question/Point	Answer/Comment from PNP Team
Built Env	Some of the proposed development impacts on the conservation area.	Development is permitted in a conservation area where it is appropriate and meets the requirements of the Conservation Area Appraisal and Management Plan.
Built Env	Are there any recommendations for heights of new buildings?	Yes, it will be included in the Built Environment policies.
Comms	We heard nothing about this and it all came as a bit of a surprise. How can we make sure we find out what's going on?	Every household on the electoral role was sent a postcard notifying them of the Options Weekend. Banners have been displayed prominently throughout the town for over 12 months. We have had a website up and running for over a year and have had a stall at a number of town centre festivals/events. Furthermore, there have been numerous articles and letters in the local papers as well as a series of workshops over the past 12 months. We're not really sure what else we could have done ... Future events will be advertised on our website, facebook page, in the local papers and on the banners displayed around the town.
Community	Why do the proposals not include any new schools?	HCC Education Dept have said that, over the lifetime of the plan, and taking into account an increase of up to 700 homes, there are sufficient school places available in all three schools.
General	What is the timetable? What are the next steps?	We hope to publish a draft plan for consultation in May 2014 with a referendum due to take place in November 2014. An up to date timeline will be published on the website as we progress.
General	Who are you?	We are a mixture of local residents, members of the town council together with representatives of East Hants District Council the South Downs National Park Authority. However, we are essentially a volunteer group which is independent of any particular authority.
General	What is the Joint Core Strategy?	It is essentially a big Neighbourhood Plan for the whole of East Hampshire and is a joint plan produced by East Hants District Council (EHDC) and the South Downs National Park Authority (SDNPA). It sets out the level of development required to maintain the viability and sustainability of an area, it can also identify where this development should take place, but, for Petersfield, it is our Neighbourhood Plan that will determine the location of new development. The JCS will determine the overall number of new homes and strategic matters such as major transport routes or extraction of minerals or disposal of waste.

General	How much is this costing the town?	The final cost is expected to be between £90,000 to £100,000. This has been borne by the South Downs National Park Authority, Petersfield Town Council plus grants from a variety of sources including the central Government Frontrunner grant. However, much of the effort that will go into the plan will be provided by volunteers - we therefore estimate that there will be an additional 'in-kind' contribution of at least £30,000.
General	How can I be sure that the plan isn't being unduly influenced by developers or landowners?	All members of the Steering and Project Groups are required to sign a register of pecuniary interests to ensure that they are acting only in the best interests of the town.
Housing	A requirement of 40% affordable housing for every development seems high. Also, no lower limit may result in smaller developments being unaffordable.	The requirement for 40% affordable housing is set by the Joint Core Strategy (JCS). We would therefore need to have clear evidence why Petersfield should be an exception. There is no such evidence and, in fact, the data shows that the demand for affordable housing in Petersfield is more than we are likely to achieve, even with a level of 40%. However, it is recognised that smaller developments will be unviable if this policy is applied and we have therefore amended the draft policy so that it reflects the JCS policy which states that for developments of 4 net dwellings or less, either a financial contribution or off-site provision will be accepted. Additionally, the Government recognises that new housing in National Parks will be focussed on meeting affordable housing requirements, supporting local employment opportunities and key services. This adds further weight to the 40% requirement for affordable housing.
Housing	Site xx encroaches on a strategic gap which is contrary to the Local Plan and to the JCS	The detailed landscape assessment being conducted by the SDNPA will inform us whether any development is appropriate in each area. However, we will need to maintain a strategic gap. The local plan and JCS specify that a strategic gap should be maintained, but are not specific as to how this should be achieved. This means that careful development in areas close to the existing gaps could be feasible where the development does not remove the strategic gap entirely.

Housing	Why was site xx included in all three options at the Options Weekend?	<p>With parts of over 20 sites being used in the options that were presented, it was impossible to provide an exhaustive set of options which offered every possible combination. It would simply have resulted in too many options which would not have provided us with any meaningful feedback. The options allowed us to test public opinion on the major East vs South split, but were not intended to be final, definitive options. Just because a site appeared in three options at the early stage of considering sites does not mean that site will appear in the final plan, we have to find space for 700 homes, the options were presented to provoke discussion and debate about a range of sites, they were not intended to present where development WILL occur. The feedback from the options weekend, together with further detailed assessment of each of the sites, will be used to form the final plan.</p>
Housing	How did you come up with site xx? Were other sites considered?	<p>The Neighbourhood Plan team initially compiled a list of all potential development sites. This list was drawn from the local authority's Strategic Housing Land Availability Assessment (SHLAA), input from the public via the Interactive Map and, finally, an examination of any other potential sites which had not previously been considered. This provided us with a list of over 70 sites which included absolutely everything (even the Heath!). This was done to ensure that we had properly considered all the potential options. These sites were then evaluated by two different external planning consultants to give us a Red/Amber status for each site (i.e. 'not developable' or 'has some potential'). The Amber sites were given to an urban designer to prepare the options for the weekend. The next stage will see another set of external professionals conduct a Sustainability Appraisal of the remaining sites. This will further refine the sites that are available by determining whether there are any significant issues with access, landscape impact, environmental impact etc. that can not be overcome or mitigated.</p>
Housing	Site xx is subject to flooding	<p>No sites within areas designated by the Environment Agency as being within Flood Zones 2 or 3 were considered. The detailed vulnerability of all or part of a site to flooding will be considered by the SA/SEA and sites which are unsuitable for development (even using mitigation) will be discounted.</p>

Housing	The proposal is contrary to the NPPF as major development in a national park should only take place in exceptional circumstances.	We have to meet the JCS requirement of 700 homes and this can not be accommodated within the current settlement boundary - some development outside the settlement boundary is therefore inevitable. The JCS is a document put forward by the South Downs National Park Authority (SDNPA) in conjunction with East Hants District Council and the figure of 700 is the amount of development that the SDNPA believes can be accommodated without undue impact on the National Park landscape. The independent Government Inspector, who has to approve the figure of 700 in the JCS has also come to the figure of 700 as a requirement for Petersfield, and they have done this whilst considering the impacts on SDNP landscape and other special considerations. The NPPF also applies to all areas of Petersfield so it can not be used to defend or promote a certain site. If you disagree with the allocation of 700 homes, then you should challenge the JCS, not the Neighbourhood Plan as the overall allocation is not within our remit. The NPPF also sets out a presumption in favour of sustainable development - as the only National Park in the South East where there is huge demand for additional housing this in itself, could be considered an exceptional circumstance. Furthermore, if Petersfield was not within a National Park, the requirement placed upon us for new homes would probably be significantly higher.
Housing	Steep does not have the infrastructure or capacity for further development	The PNP does not include Steep and a strategic gap will be maintained.
Housing	Why has site xx been proposed for development at such a high density?	No specific densities have been fixed and the option plans simply gave an indication. The density that is appropriate to a particular site is likely to depend on a number of factors such as landscape impact, neighbouring dwellings and access. The maximum density proposed (50 dwellings per hectare) is actually not that high for most towns and equates to the Ramshill development. The bottom line is that we have a limited supply of land and we must therefore build at certain densities in order to achieve our housing target.
Housing	Site xx was rejected by the SHLAA - why have you included it?	The Neighbourhood Planning Process must start with a comprehensive analysis of all potential sites. With new housing targets set by the JCS and new evidence (such as landscape studies) now available, the reason that a site was rejected by the SHLAA may no longer be valid.

Housing	Sites to the west of the railway line are separated from most facilities by the railway line and therefore should not be developed.	The railway line is of limited impact for people who are walking or cycling - which are the modes of transport we wish to encourage. People to the west of the railway line can also access the A3 without crossing the railway line and thus, if these people commute to work outside Petersfield, having homes with easy access to the A3 will actually reduce congestion when compared to east of the railway line. However, we would hope that those living west of the railway line but in close proximity to it to use public transport where possible.
Housing	Development of site xx will have a significant impact on the landscape/countryside	All sites will be evaluated fairly for their impact. There are no easy options and we will need to judge the combination of sites and densities that have the least impact overall. The SDNPA are conducting a landscape analysis of all the major potential sites which will give us a clear indication of what level of development would be appropriate on each site. As a town in a National Park we have to accept that few sites will have no impact on the landscape if developed.
Housing	The proposal includes building on green belt land which is not allowed	Green Belt land is specifically defined - there is none surrounding Petersfield.
Housing	Site xx is outside the current Settlement Boundary	We can not accommodate up to 700 homes within the current boundary. The PNP must thus consider sites outside the boundary and the boundary will therefore be re-drawn accordingly.
Housing	Why is 'walkability' such an important factor?	This is a key part of maintaining a sustainable town and encourages people to walk/cycle more, thus reducing car usage. However, this is just one factor and will be considered alongside many others such as access, landscape etc
Housing	The proposal does not conform to the Local Plan and/or the Joint Core Strategy	The local Plan is the Joint Core Strategy, following the approval of the JCS the SDNPA will prepare a Local Plan but the Local Plan for the South Downs will refer to the PNP for detailed local planning policy, which is why this project is so critical.
Housing	We should build on brownfield sites in preference to greenfield.	This principle is agreed, but there are simply not enough brownfield sites to accommodate the required number of new homes.
Housing	Has relocating Churcher's College been considered?	There is no evidence to suggest that Churcher's College would choose to relocate during the lifetime of the plan. We have therefore not been able to include this as an option.

Housing	How have you arrived at the housing mix figures and how will they be applied?	The housing mix for affordable and market housing are two separate requirements. Essentially, we are stating that, for all new developments over 4 dwellings, 40% of homes will be affordable. Of this 40% we are proposing that 40% are 1 bed and 40% 2 bed. Of the other 60% market housing, we are proposing that 5% are 1 bed, 20% are 2 bed, 30% are 3 bed and 40% are 4 bed. The way in which we have derived these figures is shown here.(link).
Housing	Where sites are allocated for development, will all of the site be developed?	Not necessarily. Further work will identify the scope of development that is appropriate which, in some cases, may only be part of a site at a particular density. This will be denoted on the final plan.
Housing	The areas allocated for development look very square and rigid. Is this how the development will be take place?	No - these are just an indication at this stage and will be refined further. However, the final layout and design will not be agreed until a planning application comes forward from the landowner or developer which will be after the plan is published. The plan will be able to influence how the developer designs any development. The PNP has a specific policy which means developers have to carry out meaningful consultation with the community before going ahead with any proposal so site layout and design can be considered by the community.
Housing	What does housing up to 20/35/50 dwellings per hectare look like?	Typical examples within Petersfield are: Ramshill Development (new, mixed development) - 40 to 50 dph; Woodbury Avenue (suburban semis) - 15 to 30 dph ; Osborne Road (Victorian terrace) - 60 to 80 dph.
Housing	Site xx is near to an area of high environmental value and you therefore need to conduct a Sustainability and Environmental Assessment.	We have engaged external consultants and are in the process of conducting a combined SA/SEA for all of the key sites.
Housing	Buildings closer to the A3 would be affected by noise pollution.	Yes, but this in itself does not preclude development. Re-surfacing may be possible and we will discuss this with the Highways Agency There are already a number of homes closer to the A3 than the proposed sites.
Housing	There is not enough parking provided with new developments.	The JCS allows parking requirements to be specific to individual developments. This reflects the fact that some developments (e.g. high density near the town centre) will require less parking than others. However, our policies do mandate following the 'Building for Life 12 <link>' criteria which forces developers to carefully consider the parking allocation for all developments. Also providing car parking for 2 cars per home across the board would mean we would need much more land and would eat further into our much love green spaces so we need to think creatively about how we deal with this issue

Housing	Site xx is inappropriate for development as it is in an area which the SDNPA have assessed as being unsuitable for development due to landscape impact	The SDNPA have conducted two separate landscape studies. The first was an overall landscape capacity study which looked in broad terms at the areas surrounding Petersfield. It found that there was limited scope for development to the North, West and South with a little more scope for development to the East. However, this analysis was conducted at a level which makes it inappropriate to make specific decisions on individual sites. A more detailed landscape assessment was made for the individual reserve sites which found that they all had landscape limitations which would need to be carefully mitigated to allow for development. The SDNPA are now conducting further assessments of the sites put forward at the Options Weekend to determine their potential for development. Once all sites have been assessed we will be able to judge whether all or perhaps part of each site is suitable for development. Even then, development may be subject to mitigation or may be limited to a certain density.
Housing	We shouldn't build on existing green or recreational space	We have a policy that ensures that there is no net loss of recreational space or green space. So this means if development occurs on recreational space or green space this would have to be provided elsewhere in the town so we maintain the current levels of recreational and green space the town has access to now. In fact we hope to enhance the current provision of green and recreation space through the neighbourhood plan

Housing	Where did the allocation of 700 new homes come from?	This is set in the Joint Core Strategy which is a document authored by the South Downs National Park Authority (SDNPA) and East Hants District Council. The figure is one which the SDNPA believe is achievable without undue impact on the landscape. The Neighbourhood Plan team has no influence over this figure - we just have to product a viable plan which will meet this number of new homes. The 700 comes from an objectively assessed need. All local planning authorities have to carry out a range of studies and anayse key data to identify what the current housing need is for their area. Local Planning authorities (like EHDC and SDNPA) have to use this evidence to propose an appropriate amount of housing to meet housing needs. This figure is checked by an independent government inspector, who will confirm whether or not the number proposed is realistic and meets the identified need. Therefore the neighbourhood plan group has the same influence over the number of homes to be built as any member of the public. Members of the public are welcome to comment on the number set out in the JCS and can do by following this link and responding to the consultation when it opens http://www.easthants.gov.uk/ehdc/planningpolicy.nsf/webpages/Joint+Core+Strategy .
Nat Env	We must retain our footpaths	Yes - there is a specific policy in the Natural Environment area which will ensure this. We will also look to enhance and where possible provide new footpaths through the new developments.
Natural Env	Access across the A3 SW of causeway needs improving.	This is part of the East Hants green infrastructure strategy 2013
Natural Env	Footpath xx should be improved/re-designated	We will consider the status of all footpaths and bridleways as part of the plan. This is the responsibility of the Highways authority who are involved in this plan so we can make them aware of this.

Transport	Why is a multi-storey car park being proposed for the town centre? We don't need a multi-storey car park!	It is recognised that parking is an issue in the town with the town centre car parks unable to cope with peak demand. With the population of the town set to grow, we need to find ways to cope with this. A multi-storey car park is a way of intensifying the use of land, thus providing more parking and/or potentially releasing land for other uses. Whilst multi-storey car parks have reputations for being eyesores, modern versions, of two to three storeys at the most, can be unobtrusive and sympathetic to the local area. However, having said all this, we recognise that the people of the town felt that other areas, perhaps near to the station, would be more appropriate locations for this sort of facility.
Transport	Site xx will result in transport/access problems	This will be assessed at a high level by the Sustainability and Environmental Appraisal (SA/SEA). Hants County Council Highways will be involved in the design and evaluation of the final plan and will provide oversight of this sort of issue. It should be noted that no site will be completely free of traffic/transport issues as any development will naturally increase traffic flows. Access issues can also be addressed with appropriate mitigation and thus this does not necessarily preclude the development of a particular site. Furthermore, the principles of 'compactness' and 'walkability' are intended to minimise residents' use of vehicles within the town as far as possible.
Transport	How will you ensure public transport will be provided to meet the need of these developments?	We are already working with HCC to ensure that the transport implications of development are understood, addressed and, where appropriate, this will influence the final choice of sites. However, we simply do not have the ability to mandate additional public transport.
Transport	Pedestrian access for site xx is not good enough	Pedestrian access will be included in the SA/SEA. We also have a policy that new developments will include links to existing footpaths.
Transport	Swan Street car park would be a better option for a multi-storey car park.	Options for parking will be fully considered as part of the next stage of the plan. No decisions have been made.
Transport	We need a crossing on Charles Street to get to Swan Street Surgery safely.	We will discuss this with HCC Highways.
Transport	Why are there no specific traffic calming measures?	The methods of slowing traffic /calming are currently a matter for street design discussions with HCC Highways and SDNP urban designers and ourselves. Street design solutions to deal with the consequences of traffic generation from development will be sought to be funded from the developments. Traffic slowing/ calming has already been identified as a need for some streets. Public consultations on specific schemes will be required.

Transport Have you considered 'park and ride' facilities? Park and ride/or cycle- locations will need to be available and the demand considered - visitor numbers will be part of the consideration of assessing demand as will inevitably be the cost of new locations. Existing, underused car parks on the edge of town may need to be considered as options.

Participatory Planning Design Event 31 Mar 14 – Attendees

Name	Organisation
C Burton	PNP
J Kamen	PNP
B Rogers	PNP
Stuart Barden	Rugby Club
David Mallen	PNP
Jamie Matthews	PNP
Doug Jones	PNP/SDNPA
Tony Struthers	PNP
John Palmer	PNP
Vinny Stapleton	Petersfield Town Juniors Football Club
David Jeffery	Petersfield Society
Colin Matingly	Petersfield Museum / Historical Society
Jim Wilson	Petersfield Area Churches
Lynda Causey	Petersfield Area Churches
Helen Mason	Petersfield Area Churches
Nigel Wells	Petersfield Festival for Young People
Martin Shefford	Hampshire CC Education Dept
Neil Challen	
Nick Blakstand	Petersfield Cricket Club
Christopher Napier	CPRE Hampshire
Carole Vergette	PNP
Anglea Kiwanuka	EHDC
Olia Mitskgukh	EHDC
Bob Ayer	Petersfield Town Council
Hilary Ayer	
Ray Drabble	SDNPA
Caroline Richardson	Hampshire CC Transport Department
Veronica Craddock	SDNPA – Landscape
Andrew Triggs	SDNPA
Bill Organ	Petersfield Town Council / PNP
Paul Bulkeley	Snug Architects / Urban Design
Nick Heasman	SDNPA
Mike Aston	Petersfield Cycling Club
Chris Paterson	SDNPA
Graham Steaggles	PNP
Tim Slaney	SDNPA
Francesca Viggialani	PNP



Petersfield
Town Council

Petersfield Neighbourhood Plan

8 week pre-submission consultation

The Town Council has resolved to submit the
Petersfield Neighbourhood Plan to the South
Downs National Park Authority

The Neighbourhood Plan may be inspected via the
website

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

Copies are available to see at the Town Hall, EHDC
Offices Penns Place, the Library, Winton House
and the Community Centre

Representations can be made via the website or to

Neighbourhood Plan Consultation
% Town Hall, Heath Road, Petersfield GU31 4EA

Representations must be received by
12 pm Tuesday 26th August 2014

Schedule 1 Statutory Consultees

(Name of Contact and Position listed where available)

Name of Contact		Position	Organisation
Mike	Allgrove	Planning Policy Manager, Planning Policy	Chichester District Council
Barbara	Childs		Horsham District Council
Claire	Tester	Head of Economic Promotion and Planning	Mid Sussex District Council
Tim	Richings	Planning Policy Manager	South Downs National Park Authority
Steve	Opacic	Head of Strategic Planning	Winchester City Council
Graham	Parrott	Planning Policy Manager	Waverley Borough Council
Marina	Brigginshaw	Planning Policy Manager	Wealden District Council
Valerie	Dobson	Principal Planning Officer	East Hampshire District Council
Andy	Biltcliffe	Shared Service Manager (Planning Policy)	Havant Borough Council
Rob	Fraser	Head of Planning Strategy	Brighton and Hove City Council
Colette	Blackett	Planning Policy Manager	Adur and Worthing councils
Simon	Meecham	Head of Planning Policy, Planning Policy and Economic Regeneration	Arun District Council
Lisa	Rawlinson	Senior Specialist Advisor	Eastbourne Borough Council
Catherine	Jack	Head of Planning Policy	Lewes District Council
Lucy	Seymour-Bowdery	Planning and Transport Policy Team, Strategic Planning	West Sussex County Council
Pete	Errington	Strategic Planning Manager	Hampshire County Council
Kirsten	Williamson	Senior Strategic Planner, Strategic Economic Infrastructure	East Sussex County Council
Wendy	Shone	Parish Clerk	Buriton Parish Council
		Parish Clerk	Sheet Parish Council
		Parish Clerk	Harting Parish Council
		Chair	Steep Parish Council
M	Snow	Parish Clerk	Stroud Parish Council
Rachel	Bust		The Coal Authority
Ken	Glendinning		Home & Communities (HCA)
Charles	Routh	Lead Adviser	Natural England

Name of Contact		Position	Organisation
Martin	Small	Historic Environment Planning Advisor	English Heritage
Catherine	Hutchins	Sustainable Places Planning Advisor	Environment Agency
			Network Rail
Elizabeth	Cleaver		Highways Agency
Angela	Atkinson		Marine Management Organisation
			Mono Consultants
		Senior Development and Engagement Officer	South Eastern Hampshire Clinical Commissioning Group
Jon	Tilley		Scottish and Southern Electricity
			National Grid - Planning
			Scotia Gas Networks
Clare	Gibbons	Development Manager	Southern Water
Gemma	Avory		South East Water
Ron	Crank		Coast to Capital LEP
		Chief Fire Officer	Hampshire Fire and Rescue
		Planning	Sport England South
			Stagecoach South Head Office
Clive	Chatters		Hampshire and Isle of Wight Wildlife Trust
Chris	Walters	Police Planning	Hampshire Constabulary

Local Community & Business Organisations

Age Concern
Age Concern Hampshire
Alzheimer's Society - East Hampshire
Brendoncare Petersfield Welcome Club
Citizens Advice Bureau, East Hampshire
Community Action Hampshire
Action Hampshire
Community First East Hampshire
CPRE Hampshire
East Hampshire Self Sufficiency Group
East Hampshire Youth Forum
Festival for Young People
FitzRoy Support
Friends of Petersfield Heath
Friends of Petersfield Hospital
Girlguiding UK (Petersfield and Liss)
Greening Petersfield Campaign
Havant & Petersfield Special Needs Forum
Home-Start Butser
Kings Arms Youth Project
Petersfield & Liss National Childbirth Trust
Petersfield Area Historical Society
Petersfield Community Association
Petersfield Housing Association
Petersfield Inbetween Club
Petersfield District Scouts
Petersfield Lions Club
Petersfield Museum
Petersfield Open Air Swimming Pool
Petersfield Physic Garden
Petersfield & District Probus Club
Petersfield Musical Festival
Petersfield Round Table
Petersfield South Downs Probus Club
Petersfield Shopmobility SDADP
Petersfield Society
Petersfield to Waterloo Line Users Group
Petersfield Town Partnership (Petersfield Tomorrow)
Petersfield Rugby Football Club
Petersfield Town Juniors Football Club
Petersfield Cricket Club
Petersfield Voluntary Care Group
Petersfield Women's Institute
Radian Housing
Ramblers Club Petersfield
Rotherlands Conservation Group
South Downs Society
The Sustainability Centre
U3A Petersfield
Winton House
Association of Petersfield Businesses
First Friday

Resident Groups

The Spain

Buckmore Avenue

Ramshill

Sheet

The Causeway

Cranford Estate (CERA)

East Petersfield Community Group

Woodbury Avenue

Larcombe Road

Barnfield Road



Mixed Use by Feedback From May Festival Event, 28/05/2013 at 18:27:24

Ideal site for a School Complex - relocate TPS to this site and it would release their town centre for re-development

Petersfield, EHDC Penns Place (main entrance), South Downs National Park, Petersfield, Hampshire GU31, UK

[Reply](#)



Response by , 04/06/2013 at 17:17:49

In the interest of looking forward 15-20 years and developing the Town in a cohesive way rather than piecemeal as determined by developers, I would agree and go further as the whole site could be used for infant, junior and senior schools with attached playing fields. This would not only free up land in the Town for housing which would ensure that Petersfield keeps its lively buzz and doesn't become a ghost town as all the housing moves out to the boundaries, but also would allow the Town Juniors to share the playing fields thereby maximising their usage. The Taro will have to be extended anyway as it is already too small to accommodate those already living here.

[Reply](#)



Response by , 21/06/2013 at 11:05:17

Im not so sure that moving school to the outskirts of the town is such a good idea, also moving several schools is going to be expensive. The fact is this site lends itself to housing development, with improved infrastructure and investment in the leisure centre this area would become a real asset to the town, rather than a derelict council office, some well used sports pitches (weekends) and a place for dog walkers@

[Reply](#)

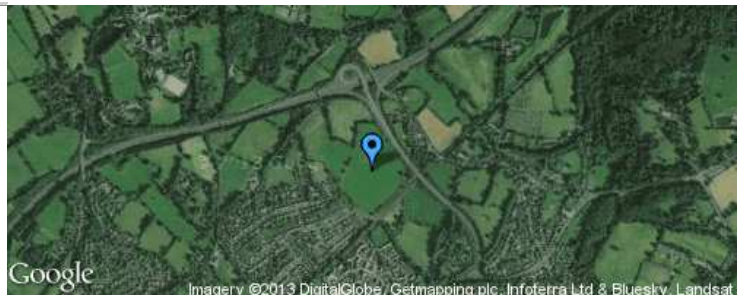


Mixed Use by , 07/02/2013 at 14:23:05

With good access from the A3 this could be a good area for business expansion, which would enable businesses in more central locations to relocate and release their sites for redevelopment. The main roads and railway line also act as barriers to future spread.

25 Meon Close, South Downs National Park, Petersfield, Hampshire GU32 3DW, UK

[Reply](#)



Response by , 18/02/2013 at 14:28:44

This road is accessed by a sunken narrow lane, you take your life in your hands walking along it, there are plenty of vacant sites already locally in Bedford road suitable.

[Reply](#)



Response by Anonymous, 19/02/2013 at 12:44:12

Is there a demand for business units when we have a industrial estates already?

[Reply](#)



Response by , 28/05/2013 at 09:14:29

There are a number of vacant business premises elsewhere in Petersfield. Business expansion should be on brown sites not green sites.

[Reply](#)



Response by Feedback From May Festival Event, 28/05/2013 at 18:32:32

We all love this field. Please don't develop it, conserve it!

[Reply](#)



Response by , 29/05/2013 at 12:54:25

The access to this road is unsuitable. The beautiful ancient sunken is already unable to cope with the level of vehicular and pedestrian traffic. It cannot take any more.

[Reply](#)



Mixed Use by PNP_Admin, 24/01/2013 at 18:10:37

JB Corrie are looking to vacant this site. What could be done with these site? Mixed Development?

10 Barnfield Road, South Downs National Park, Petersfield, Hampshire GU31 4DQ, UK

[Reply](#)





Response by , 07/02/2013 at 15:48:37

Corries need to move to a new factory in order to safeguard many existing local jobs. Redevelopment of this site for employment (including retail) uses would benefit the local economy, through new jobs and creating stronger links between the station and town centre. This would also help in delivering aspirations "to make Lavant Street a gateway to the town".

[Reply](#)



Response by Feedback From May Festival Event, 28/05/2013 at 18:34:04

This site would be great for housing, it is near the station and town centre.

[Reply](#)



Response by Richard, 28/05/2013 at 21:36:51

There appears to be options to build housing on the outskirts of town so it would be better to use this area to attract commerce and jobs. If used correctly with the empty Focus site and station/bus links it could attract more footfall up lavant street rather than the core of town users staying on the high street and waitrose parade.

[Reply](#)



Response by MN, 30/05/2013 at 16:16:04

Close to the station and the town and already in a residential area means it would be ideal previously used land for housing. It is too close to other dwellings, yes I declare an interest!, for noisy and/ or light polluting uses. The suggestion for a supermarket would detract from the town centre independent shops and there are already enough supermarkets in Petersfield (Tesco x 2, Waitrose, M and S, Morrisons and Lidl's new outlets.) The road access is difficult for large lorries, we already have issues with the railway bridge and turning lorries, but fine for private cars. Corries wish to relocate because the site is unsuitable for their business use. An allocation for housing would enable them to do this.

[Reply](#)



Response by MN, 30/05/2013 at 16:22:26

Sorry, should have added that live/work units would be good for small businesses and could create the start of a cultural hub for the town.

[Reply](#)



Response by , 05/06/2013 at 23:09:01

Given the size of a lot of properties in the area, the old Focus building would make a great opportunity for a self-store business.

[Reply](#)



Response by , 20/07/2013 at 16:17:29

This site should be used for commuter parking, preferably two storey

[Reply](#)



Conserve by Jeff, 17/07/2013 at 17:48:31

The Petersfield outdoor pool is such a great thing to have in the community - outdoor pools/Lidos are increasingly rare, and we should make sure ours is protected and supported. It could even use some additional support - potentially increasing the indoor changing room space making it more feasible to have the pool open year round (which I think it probably needs funding/ support to be able to do as well)

The Courtyard, South Downs National Park, Petersfield, Hampshire GU31, UK

[Reply](#)



Conserve by The Amor Family, 07/07/2013 at 22:00:07

This is a beautiful area of Petersfield. Part of the definition of being a National Park refers to conserving and enhancing the natural beauty and wildlife. There must be a genuine concern for the welfare of the wildlife living in these fields. Many walkers, both local and visitors to Petersfield, enjoy accessing the Hanger Way which runs through these fields. Another concern must be drainage. Being a 'Causeway' the fields frequently flood and we have already seen what can happen to gardens when houses are built on these green areas.

Broadway Park, South Downs National Park, 50 Elm Drive, The Causeway, Petersfield, Hampshire GU31 4LZ, UK

[Reply](#)



Conserve by Simon & Allyson Crew, 16/06/2013 at 12:22:16

This area is fantastic & an asset to our town. To build on it would be a travesty! Petersfield needs to keep areas like this safe in order to remain an area of outstanding natural beauty. It has an adunbace of wildlife that is literally on the doorstep of the town. There are deer, badgers, foxes, grass snakes, owls, kites, buzzards to name but a few. Where will these animals find new homes?

34 Lavant Street, South Downs National Park, Petersfield, Hampshire GU32 3EF, UK

[Reply](#)



Conserve by, 13/06/2013 at 20:30:13

Lovely park, been here a few times

Broadway Park, South Downs National Park, 81A Willow Drive, The Causeway, Petersfield, Hampshire GU31 4NB, UK

[Reply](#)



Conserve by JK, 29/05/2013 at 20:55:16

Most of this land isn't at danger from flooding, only the low parts nearest the stream. Here is the map from EA's website. However that doesn't mean it is suitable for development, it forms part of a huge green corridor straight into the heart of the town and should be conserved. It is the town's direct link into the countryside.



80 The Causeway, South Downs National Park, Petersfield, Hampshire GU31 4JS, UK

[Reply](#)



Conserve by Feedback From May Festival Event, 28/05/2013 at 18:31:06

This site is rich in biodiversity. Many species of butterflies, bees and plants. Needs grazing and conserving, not be built on.

Petersfield, Hampshire GU31 4EX, UK

[Reply](#)



Response by Adam Harper, 04/06/2013 at 21:50:51


I agree having had a look at this site it seems to be very useful habitat, most of which would be destroyed where a retirement village or similar be built here

[Reply](#)



Conserve by Jeff Kamen, 27/05/2013 at 21:06:47

Between 2006 and 2010 the most extensive public consultation ever carried out in Petersfield resulted in the publication of the Petersfield Town Design Statement (PTDS), which had been adopted as non-statutory planning guidance by EHDC.

 The PTDS design guidelines included reference to protecting and retaining the views into and out of The Causeway gateway vistas and protecting and preserving the green fingers that reached into the centre of Petersfield from the surrounding countryside.

130 The Causeway, South Downs National Park, Petersfield, Hampshire GU31 4LL, UK

[Reply](#)



Response by JK, 29/05/2013 at 21:04:43

There's a huge damn "caravan" park between this field and the Causeway. It would hardly affect the views, or green fingers when the Broadway Park development already encroaches deep into the open countryside...

[Reply](#)



Conserve by Jeff Kamen, 27/05/2013 at 09:33:39

This area is liable to flooding and so is unsuitable for building.

74 The Causeway, South Downs National Park, Petersfield, Hampshire GU31 4JS, UK

[Reply](#)



Response by, 28/05/2013 at 09:08:27

There have already been problems in other areas of Petersfield where land prone to flooding has been used for construction.

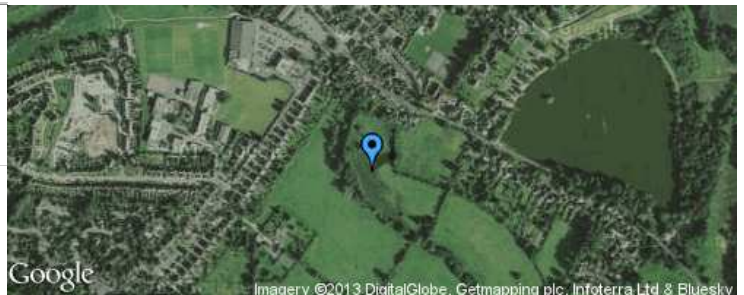
[Reply](#)



Response by, 03/06/2013 at 15:10:37

I don't believe there have ever been any plans to develop any part of this area to the north / east of the stream in any event?

[Reply](#)



Conserve by Jeff Kamen, 27/05/2013 at 09:32:16

This area is liable to flooding and so is unsuitable for building.

74 The Causeway, South Downs National Park, Petersfield, Hampshire GU31 4JS, UK

[Reply](#)



Conserve by Jeff Kamen, 27/05/2013 at 09:08:07

Preserve this land and do not build upon it.

Between 2006 and 2010 the most extensive public consultation ever carried out in Petersfield resulted in the publication of the Petersfield Town Design Statement (PTDS), which had been adopted as non-statutory planning guidance by EHDC.

The PTDS design guidelines included reference to protecting and retaining the views into and out of The Causeway gateway vistas and protecting and preserving the green fingers that reached into the centre of Petersfield from the surrounding countryside.

Broadway Park, South Downs National Park, 27 Oak Drive, The Causeway, Petersfield, Hampshire GU31 4LX, UK

[Reply](#)



Response by JK, 29/05/2013 at 21:00:11

If this triangle of land was developed it wouldn't really affect the view of the "Causeway Gateway" It is almost an infill site. @

[Reply](#)



Response by Jeff Kamen, 29/05/2013 at 22:29:24

It is not an infill site. It is a piece of land which has, for years, been freely accessible to everyone.

It was only a few weeks ago that the new owners of the land erected a fence surrounding the field.

There is a public footpath running along the boundary of the field allowing the public to enjoy the open countryside. A housing development would destroy all that and more!

[Reply](#)



Conserve by susanne, 26/05/2013 at 20:17:08

Lets preserve this area and leave it for the wildlife.

14 Alderfield, South Downs National Park, Petersfield, Hampshire GU32 3LH, UK

[Reply](#)



Response by Jeff Kamen, 27/05/2013 at 09:06:53

This area is shown to be a flood plain so would be unsuitable for building.

[Reply](#)



Response by , 29/05/2013 at 09:51:37

The land is private and does not have any public footpaths across it. It is poor grazing land. What better use than housing!

[Reply](#)

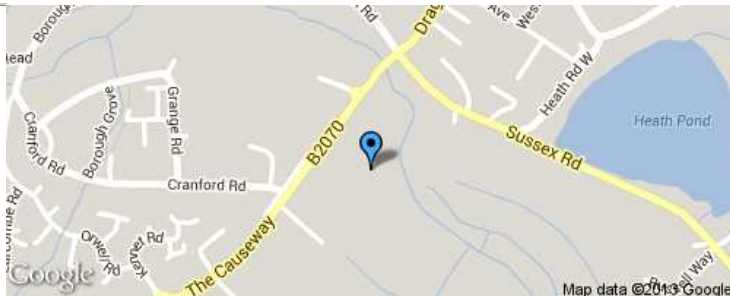


Conserve by susanne, 26/05/2013 at 20:05:57

Keep this green space, improve footpaths so local people can enjoy a 'natural' unspoilt part of the town

14 Alderfield, South Downs National Park, Petersfield, Hampshire GU32 3LH, UK

[Reply](#)



Response by , 28/05/2013 at 22:26:54

This is an obvious site for building as it is the closest site to the towncentre, The Petersfield School and TESCO. It does not flood.

[Reply](#)



Response by Jeff Kamen, 29/05/2013 at 17:01:51

This area CAN flood - see the data from environment agency (it is freely available on their website).

[Reply](#)



Conserve by susanne, 26/05/2013 at 19:43:42

This park has the best views of Butser hill in the town and is enjoyed by many parents with young children, teenagers and dog walkers and should be preserved as it is and not even considered for housing.

14 Alderfield, South Downs National Park, Petersfield, Hampshire GU32 3LH, UK

[Reply](#)



Conserve by susanne, 26/05/2013 at 19:39:56

This beautiful area should be preserved for wildlife. Footpaths should be extended to enable local people to enjoy this 'natural' green space. Should not ever be built on, but preserved.

14 Alderfield, South Downs National Park, Petersfield, Hampshire GU32 3LH, UK

[Reply](#)



Conserve by Feedback From Open Event (Feb), 05/02/2013 at 18:53:15

Conserve the oak and walnut trees along the stream

Petersfield, EHDC Penns Place (main entrance), South Downs National Park, Petersfield, Hampshire GU31, UK

[Reply](#)



Conserve by Timothy Gentry, 05/02/2013 at 13:01:18

Preserve this area as habitat for wildlife. Friends have even seen deers in amongst the tree line to the west. I think it shows good potential as a wildlife corridor that can be linked with other areas to create a route through the town. Especially as it is a natural flood plain anyway.

80 The Causeway, South Downs National Park, Petersfield, Hampshire GU31 4JS, UK

[Reply](#)



Conserve by , 04/02/2013 at 15:10:52

Conserve Heath & Pond restoring area to original heathland

10 Barnfield Road, South Downs National Park, Petersfield, Hampshire GU31 4DQ, UK

[Reply](#)



Response by Feedback From Open Event (Feb), 05/02/2013 at 21:36:29

Original Heathland? What exactly does that mean - Fewer trees and bushes?

[Reply](#)



Response by Feedback From Open Event (Feb), 05/02/2013 at 21:50:42

Already has a good Management Plan in place.

[Reply](#)



Response by , 15/05/2013 at 09:50:18

Very important to have somewhere like this where families can come and which doesn't cost anything

[Reply](#)



Response by , 26/05/2013 at 16:35:04

I don't believe Petersfield needs another big supermarket, I sincerely hope that this site is no longer being considered by Morrison's or any other store, as the surrounding roads would struggle with the added traffic and in particular the large lorries

[Reply](#)



Response by , 09/06/2013 at 20:14:19

The Petersfield Heath area is a place to be enjoyed by all. It is in need of a proper foot path from the end of rival more road to the main foot path around the pond (or lake). It is a very nice walk into town across the Heath, but not so nice pushing a child's buggy across! That is the only development needed on the Heath area and maybe more kids parks.

[Reply](#)



Response by Jeff, 16/07/2013 at 21:04:59

And improve some of the paths around the heath - particularly making them more stable during wet conditions - to encourage people to stick to the paths as much as possible as opposed to creating their own paths

[Reply](#)





Enhancement by Jeff, 16/07/2013 at 21:27:10

The small building/grounds in between the old Focus and the train line could be spruced up a bit - it would only be cosmetic, but it's not the nicest welcome to town to see overgrown grass/shrubs around a windowless building.

32 Lavant Street, South Downs National Park, Petersfield, Hampshire GU32 3EF, UK

[Reply](#)



Enhancement by Feedback From May Festival Event, 28/05/2013 at 18:31:46

Replace fence to Playing Fields.

Petersfield, Hampshire GU31 4EX, UK

[Reply](#)





Local Needs Housing by RG, 28/07/2013 at 09:19:43

Develop housing here, where the by pass provides a natural boundary and where there is quick and easy access to the main road

Petersfield, EHDC Penns Place (main entrance), South Downs National Park, Petersfield, Hampshire GU31, UK

[Reply](#)



Local Needs Housing by RG, 28/07/2013 at 09:16:32

This area could be used for planned mixed development of housing and community facilities. Easy access to centre of town and quick link to A3. Using this site would reduce the pressure on other smaller sites in the town.

Petersfield, EHDC Penns Place (main entrance), South Downs National Park, Petersfield, Hampshire GU31, UK

[Reply](#)



Local Needs Housing by RG, 28/07/2013 at 09:12:36

Corries site should be redeveloped for housing and alternative commercial properties developed in Bedford Road

Petersfield, EHDC Penns Place (main entrance), South Downs National Park, Petersfield, Hampshire GU31, UK

[Reply](#)



Local Needs Housing by RG, 28/07/2013 at 08:58:05

If this land is taken for housing development, where will the playing fields which are used by hundreds of people be relocated? Have SDNP suggested an alternative site if we lose these facilities. Do they intend that the Taro Leisure Centre is demolished to make way for housing?

Petersfield, EHDC Penns Place (main entrance), South Downs National Park, Petersfield, Hampshire GU31, UK

[Reply](#)



Local Needs Housing by , 26/07/2013 at 13:16:06

This land has easy access off Russell Way and adjoins existing 1950's and 1960's residential development and has no restrictions and is of limited grazing ;it also sits between the housing to the north and the golf course to the east so it would effectively become a natural extension to the existing settlement boundary and not really encroach at all into the National Park.Ideal for a small low cost housing scheme

9 Russell Way, South Downs National Park, Petersfield, Hampshire GU31 4LD, UK

[Reply](#)



Response by Michael Gammans, 27/07/2013 at 06:08:57

I agree with the comments and reasons above about this land off Russell Way. It seems ideal for a small housing scheme with minimal (if any) impact on the National Park and would be a natural extension of the existing residential development that took place in the 1950's and 1960's

[Reply](#)



Response by , 29/07/2013 at 20:04:57

A small development here would be a natural extension to the existing houses along Sussex Road and in Russell Way. It would be well screened from Sussex Road, it would spoil views to the South Downs nor be a major encroachment into the National Park

[Reply](#)



Response by , 29/07/2013 at 20:09:59

Re the above post I meant to say that by being well screened from Sussex Road It will NOT spoil views to the South Downs

[Reply](#)



Response by , 30/07/2013 at 13:17:22

Agree this is a good site for a small housing development. It is well screened. Development here would not detract from the quality of the

National Park, nor would it spoil the setting of the town. The site is within easy walking distance of the town centre, The Heath and the Taro Centre.

[Reply](#)



Response by , 31/07/2013 at 12:03:49

Re the above post - last sentence should read 'The site is within easy walking distance ...'

[Reply](#)



Response by , 31/07/2013 at 13:14:01

This is a good site for residential development. With easy access from Russell Way it would form a natural extension to the existing development and would not detract from the National Park.

[Reply](#)



Local Needs Housing by , 26/07/2013 at 13:11:13

This land should be automatically included and allocated for housing -it is totally surrounded by existing residential development-it is effectively already within the Settlement Boundary and should be treated and dealt with in a similar fashion-this is currently a waste of potentially good building land thereby saving much larger parcels of land from being developed further out from the town centre and existing housing and facilities.

9 Russell Way, South Downs National Park, Petersfield, Hampshire GU31 4LD, UK

[Reply](#)



Response by , 31/07/2013 at 11:43:41

A low impact sustainable site surrounded by development on three sides which would square off the built form of settlement and not intrude into the adjoining countryside

[Reply](#)



Response by , 31/07/2013 at 12:20:04

This is a good sustainable site it abuts existing housing on three sides and is a short walking distance from the town. A small development in keeping with its surroundings would square off the built form in this area without having any significant impact on the countryside beyond.

[Reply](#)



Local Needs Housing by , 26/07/2013 at 13:05:00

Ideal small parcel of land of no agricultural or amenity value -just full of ragwort and rabbits-highly suited for small scale market and low cost housing-main road position,good open space on The Heath opposite and adjacent to housing already. Attractive tree belt can remain against the roadside as natural screening

139 Sussex Road, South Downs National Park, Petersfield, Hampshire GU31 4LB, UK

[Reply](#)



Response by , 27/07/2013 at 17:07:21

Ideal for small development - both private and social housing

[Reply](#)



Response by , 30/07/2013 at 13:13:36

Agree - this is a good site for a small housing development. It is within easy walking distance of the town centre as well as The Heath and the Taro Centre. A high quality development here would provide a good entrance to the town from the Harting direction.

[Reply](#)



Response by , 30/07/2013 at 22:08:42

This does appear to be a good sustainable site it abuts existing housing on three sides and is a short walking distance from the town. A small development in keeping with its surroundings would square off the built form in this area without having any significant impact on the countryside beyond.

[Reply](#)



Response by , 31/07/2013 at 12:23:48

The above comment should have been posted on the 9 Russell Way site, also known as land to the rear of 115 Sussex Road.

[Reply](#)



Response by , 31/07/2013 at 13:06:47

This a very good parcel of land for good quality residential development. It has residential use directly behind it to the south and to the west and has mature trees to the road frontage. A good quality development here would make an attractive entrance to the town from the south-east (after passing the pay and play golf course) and the site is within easy walking distance of the town centre.

[Reply](#)



Local Needs Housing by , 25/07/2013 at 09:06:33



Local Needs Housing by , 01/07/2013 at 21:30:45
Absolutely ideal for modest housing scheme on this unused -even for grazing- parcel of a few acres-very sustainable,close to town centre,shopping,education and employment.Much better to have a few smaller schemes than just one or two much larger ones

32 Sussex Road, South Downs National Park, Petersfield, Hampshire GU31 4JZ, UK

[Reply](#)



Local Needs Housing by Jeff Kamen, 14/07/2013 at 09:11:53
Can the old Police Station be converted into Local Needs housing?

139 Sussex Road, South Downs National Park, Petersfield, Hampshire GU31 4LB, UK

[Reply](#)



Local Needs Housing by , 01/07/2013 at 21:30:45
Low impact infill site for small development.

62 Pulens Lane, South Downs National Park, Petersfield, Hampshire GU31 4DD, UK

[Reply](#)



Local Needs Housing by Peter, 21/06/2013 at 12:06:00

An excellent site for housing, good cycle and walking routes into the town, near by nature reserve would need to be considered as dog walking and other pets may upset this area?!

I think developers would have to make substantial contributions to providing access, could access be made from the 2722? or the road which runs past the half moon to avoid peoples concerns about coming through heathfield road?!

Petersfield, Hampshire GU31 4EP, UK

[Reply](#)



Response by , 04/07/2013 at 09:21:01

Not only is access a problem (far too costly to cut a route from the A272) but the sports facilities sited here are a crucial local commodity that need to be preserved

[Reply](#)



Local Needs Housing by , 21/06/2013 at 10:55:22

I think this would be an ideal site for housing, the council offices dont need to be here and the site is big enough to take a reasonable amount of homes at a low density. Access would need to be considered as would buffers for the Rotherlands Conservation Area

31 Madeline Road, South Downs National Park, Petersfield, Hampshire GU31, UK

[Reply](#)



Response by Peter Lindon, 25/07/2013 at 13:59:13

This site would be disastrous for any major housing scheme as proposed. Not only does it take recreational land (something lacking elsewhere in Petersfield), but the traffic impact of 700 (?) new houses would add up to 3,000 extra car journeys DAILY, which would cause misery for residents on Pulens Lane, Heath Road and Sussex Road. We should fight this.

[Reply](#)

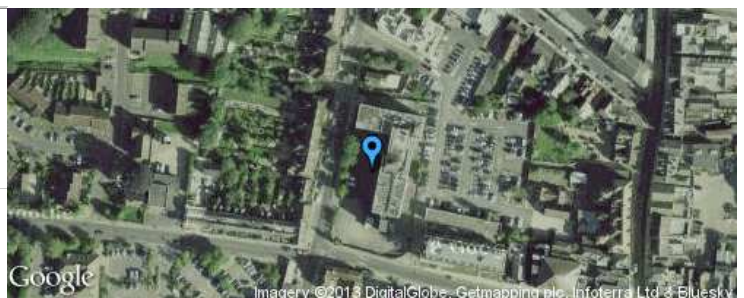


Local Needs Housing by , 05/06/2013 at 23:13:56

The BT site would make an excellent location for flats if and when BT vacate it.

28 Love Lane, South Downs National Park, Petersfield, Hampshire GU31 4BP, UK

[Reply](#)





Local Needs Housing by **Richard Besant**, 04/06/2013 at 17:25:25

Move the junior school to Penns Place and use this space for mixed housing

28 Love Lane, South Downs National Park, Petersfield, Hampshire GU31 4BP, UK

[Reply](#)



Response by , 18/07/2013 at 22:05:54

I don't think this location has good enough access for housing. In addition moving the school to the far side of town would make a difficult school run for those that live on the west side of Petersfield.

[Reply](#)



Response by **RG**, 28/07/2013 at 09:01:02

Too far for people to walk to Penns Place, should be encouraging children to walk/cycle to school

[Reply](#)



Local Needs Housing by **Richard Besant**, 04/06/2013 at 17:23:33

This open space seems to be under-used and so close to the Heath that it could be better used as affordable housing as also close to the town centre

Petersfield, EHDC Penns Place (main entrance), South Downs National Park, Petersfield, Hampshire GU31, UK

[Reply](#)



Local Needs Housing by , 04/06/2013 at 17:21:27

Move the TPS to Penns Place and release all this land for mixed housing.

Petersfield, EHDC Penns Place (main entrance), South Downs National Park, Petersfield, Hampshire GU31, UK

[Reply](#)



Local Needs Housing by , 03/06/2013 at 15:05:34

This site is currently and has for years been nothing more than derelict farmland. Neither especially beautiful or subject to flooding. It has one, relatively little used public footpath leading across it from Sussex Road towards North Lane / Buriton. As such can it be described as a huge green corridor into the town? The satellite imagery on this website serves to capably demonstrate this site is well suited for development. A fair number of houses could be accommodated here and with careful design and planning, they would blend in with existing dwellings. To place a number of new homes almost anywhere else in the town would mean they would be detached from the existing and therefore be even more obvious.

80 The Causeway, South Downs National Park, Petersfield, Hampshire GU31 4JS, UK

[Reply](#)





Response by Jeff Kamen, 04/06/2013 at 21:34:08

I don't think that the word "derelict" is being used in the correct context here.

This land is neither abandoned nor run-down - it is far too valuable to the property developers who now own it. Should they manage to get planning permission to build hundreds of houses on the land they will stand to make millions and millions in profit.

The land IS subject to flooding along the stream - see the Environment Agency website for details.

The footpath is used every day by many walkers enjoying the countryside so the term 'used' is relative I guess.

The land can certainly be described as a green corridor into the town. This is how the town residents, the town council and the SDNPA view it. The property developers do not view it as such as they do not see countryside or land, only profit.

Satellite imagery alone cannot demonstrate that land is suitable (or not) for development. All the information needs to be taken into account. This was already done by EHDC and the SDNPA when previous planning applications were submitted for this land. Guess what... they refused permission because they took into account all the information and then decided that the land should not be built upon.

I find it impossible to believe that hundreds of houses could 'blend' in with existing 'dwellings'. Of course they won't, they will ruin the beautiful greenfield site that now exists.

It may not be possible to find another site in Petersfield that could hold as many houses as this land but feedback from the Petersfield festival indicates that most of the Petersfield residents believe that small developments (e.g. 5 or 10 houses) will better retain the character of the town into the future.

[Reply](#)



Response by , 16/06/2013 at 12:20:07

This area is fantastic & an asset to our town. To build on it would be a travesty! Petersfield needs to keep areas like this safe in order to remain an area of outstanding natural beauty. It has an adunbace of wildlife that is literally on the doorstep of the town. There are deer, badgers, foxes, grass snakes, owls, kites, buzzards to name but a few. Where will these animals find new homes?

1 person likes this [Reply](#)



Local Needs Housing by Feedback From May Festival Event, 28/05/2013 at 18:37:15

Good for small infill development

Petersfield, Hampshire GU31 4EX, UK

[Reply](#)



Response by Mark Hipsey, 31/07/2013 at 14:32:53

Absolutely not this is Bell Hill common where loads of us walk our dogs, the last thing we want is more houses here.

[Reply](#)



Local Needs Housing by Feedback From May Festival Event, 28/05/2013 at 18:36:32

Good for small infill development

Petersfield, Hampshire GU31 4EX, UK

[Reply](#)



Local Needs Housing by Feedback From May Festival Event, 28/05/2013 at 18:36:19

Good for small infill development.

Petersfield, Hampshire GU31 4EX, UK

[Reply](#)



Response by Adam, 04/06/2013 at 22:29:35

Some land preferably brownfield land should be allocated for an exemplar housing scheme. I would suggest a small number of Passivhaus stand houses and flats. These are super insulated and airtight buildings that require next to no heating and would be particularly good as affordable starter homes for those on low incomes, as Passivhaus have guaranteed low energy bills. It would also be interesting to have some land allocated for self build homes, so families and groups can build a house themselves. On an individual level it is very expensive but on a community level would be much more feasible.

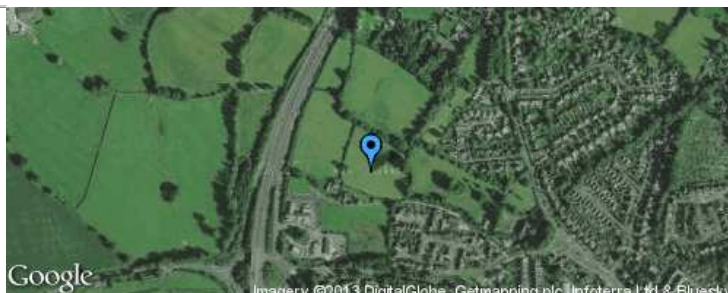
[Reply](#)



Response by James Greenwood, 18/07/2013 at 21:28:16

Access is poor and there are far better sites

[Reply](#)





Local Needs Housing by Feedback From May Festival Event, 28/05/2013 at 18:34:50

Problems with access to this site make it unsuitable for development
Petersfield, Hampshire GU31 4EX, UK

[Reply](#)



Response by, 29/05/2013 at 09:49:49

This site is best for taking the new houses Petersfield needs to accommodate as it is so close to the town centre.

[Reply](#)



Response by Jeff Kamen, 29/05/2013 at 16:57:00

There are a number of reasons why new houses should not be built in this area. Here are just a few:

- Impact on local roads. Overloading The Causeway during the peak 'school-run'.
- This land can flood (see data from environment agency).
- This is a Greenfield site within the SDNP.
- Negative impact on the landscape and the beautiful views enjoyed by the local residents.

Previous applications to build here have been refused by EHDC and SDNPA and the residents of Petersfield overwhelmingly do not want large developments in Greenfield sites such as this.

Between 2006 and 2010 the most extensive public consultation ever carried out in Petersfield resulted in the publication of the Petersfield Town Design Statement (PTDS), which had been adopted as non-statutory planning guidance by EHDC.

The PTDS design guidelines included reference to protecting and retaining the views into and out of The Causeway gateway vistas and protecting and preserving the green fingers that reached into the centre of Petersfield from the surrounding countryside.

[Reply](#)



Response by JK, 29/05/2013 at 21:26:41

There are lots of other smaller sites that could accommodate infill housing rather than developing this huge site. Just because it's close to the town centre doesn't make it 'best'. There's lots of Petersfield housing not close to the town centre and it manages to survive just fine!

[Reply](#)



Response by, 31/07/2013 at 11:31:58

I agree that access will be a major issue as will the safety of children crossing already busy roads in order to get to school. Congestion in the mornings is already bad at school drop off times. I also feel that the size of the site/potential development means that the small town nature of Petersfield will be eroded as access to the countryside will be pushed further away for many. @

[Reply](#)



Local Needs Housing by Jeff Kamen, 27/05/2013 at 09:16:40

Possible site for some local needs housing?

74 The Causeway, South Downs National Park, Petersfield, Hampshire GU31 4JS, UK

[Reply](#)



Local Needs Housing by susanne, 26/05/2013 at 19:51:31

If housing is to be here access should be along the edge of the playing fields at the back of the existing houses, off Penns place.


14 Alderfield, South Downs National Park, Petersfield, Hampshire GU32 3LH, UK

[Reply](#)

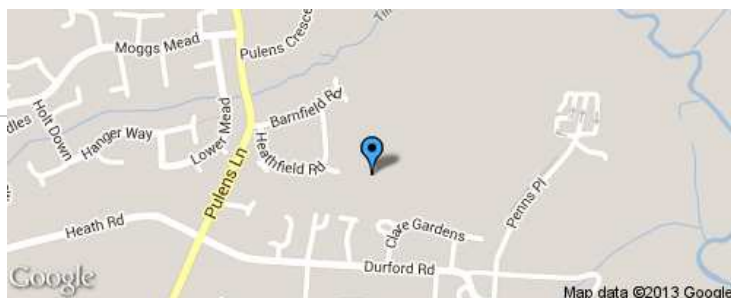


Response by Richard Besant, 04/06/2013 at 17:30:35

I agree as this would mean the developer pays for the infrastructure for a new access road which will probably be needed in the future as more houses may be built here (unless land used for schools!) and will

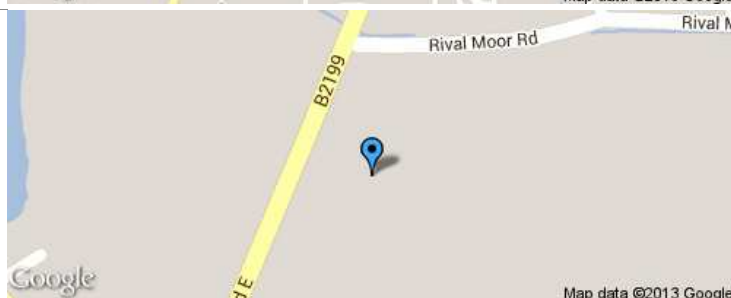
 prevent long and drawn out disruption from construction traffic through Heathfield Road. I believe that a new sewer will have to be provided for any development at PennsField anyway.

[Reply](#)



Local Needs Housing by susanne, 26/05/2013 at 19:49:26
Part of this land could be used for housing to link in with rival moor rd
14 Alderfield, South Downs National Park, Petersfield, Hampshire
GU32 3LH, UK

[Reply](#)



Response by Feedback From May Festival Event, 28/05/2013 at 18:38:42
Good location for new housing.

[Reply](#)



Response by RG, 28/07/2013 at 09:04:01
Better site than using the playing fields

[Reply](#)



Local Needs Housing by susanne, 26/05/2013 at 19:45:12
The car park here would be a great brown field sight for a small affordable housing development.
14 Alderfield, South Downs National Park, Petersfield, Hampshire
GU32 3LH, UK

[Reply](#)



Local Needs Housing by, 07/05/2013 at 15:22:08
This site should not be developed. The flow of traffic through Heathfield Road will become immense, spoiling a lovely quiet cul-de-sac.
10 Barnfield Road, South Downs National Park, Petersfield, Hampshire GU31 4DQ, UK

[Reply](#)



Response by, 29/05/2013 at 09:23:14
This site is too far away from the town centre and shops when compared to other more suitable sites. This would lead to more car journeys.

[Reply](#)



Response by JK, 29/05/2013 at 21:21:55
It's no further away from the town centre than the existing houses on Barnfield/Heathfield road! And there is a direct, traffic free, cycle and foot path into the town centre. Low density housing would be ideal here, matching the existing densities of the adjacent housing.@

[Reply](#)



Response by, 21/06/2013 at 10:59:31
I cant think of a better place for houses in Petersfield, currently the site is well used by sports clubs but there are other parts of the town that could provide sports pitches (Behind Tesco) which aren't suitable for housing@

[Reply](#)



Local Needs Housing by Allen Ives, 30/04/2013 at 10:32:54
If this site is to developed then the housing built must be low density in keeping with the existing housing in Barnfield and Heathfield roads.
10 Barnfield Road, South Downs National Park, Petersfield, Hampshire GU31 4DQ, UK

[Reply](#)



Response by JK, 29/05/2013 at 21:11:50
Agree that would be a sensible approach. Sites that are 'bolted' on to existing developments should compliment each other by similar style, density and construction of houses.

[Reply](#)



Local Needs Housing by Richard Besant, 14/04/2013 at 15:47:20
If development does take place here then it would be very short-sighted to



have the access and egress through Heathfield Road - eventually further development would occur and the obvious route will be via Harrier way and Penns place. The developers can make a contribution to the connector road construction especially as the odds are that a new Foul sewer will be required. This would obviate traffic entering Pulens Lane on a difficult bend.

10 Barnfield Road, South Downs National Park, Petersfield, Hampshire GU31 4DQ, UK

[Reply](#)



Response by Christine Legg, 25/04/2013 at 19:01:33

20 Heathfield Road
If this land is developed for housing, traffic from Penns Field would cause havoc in the area. Access should be via Harrier Way & Penns Place, if at all! The site is the furthest from the town centre, schools and services which would lead to many more car journeys.

[Reply](#)



Response by JK, 29/05/2013 at 21:18:03

That's just a silly idea! Building an access road across community playing field just so some new traffic doesn't affect existing residents!! If such a new access road were built, I would advocate it going straight on and connecting with the spur on Heathfield Road at the wooden gate, therefore creating a through road all the way to Penns Place and Harrier Way. Would also balance the traffic flows between Harrier Way and this road, therefore spreading the traffic flows.@

[Reply](#)



Local Needs Housing by , 12/04/2013 at 17:51:26

Is this or some of this area available for housing?

57 Tilmore Road, South Downs National Park, Petersfield, Hampshire GU32, UK

[Reply](#)



Response by Adam, 04/06/2013 at 22:23:34

On a the sports field?

[Reply](#)



Local Needs Housing by TB, 08/02/2013 at 15:15:10

Is this piece of land used for anything could it be developed, perhaps community use or affordable housing

Broadway Park, South Downs National Park, 27 Oak Drive, The Causeway, Petersfield, Hampshire GU31 4LX, UK

[Reply](#)



Response by RG, 28/07/2013 at 09:13:45

Agree, could be housing

[Reply](#)



Local Needs Housing by Ben Errey, 08/02/2013 at 11:14:55

This is the latest piece of land that developers want to build on. What's everyone think about this?

Broadway Park, South Downs National Park, 27 Oak Drive, The Causeway, Petersfield, Hampshire GU31 4LX, UK

[Reply](#)



Response by Petersfield's NP Admin, 11/02/2013 at 19:52:51

David Wilson Homes are holding a Public Consultation Event on 13th Feb at the Festival Hall from 2pm until 7pm regarding their proposed development of 76 dwellings including new access, open space and associated landscaping on this land.

[Reply](#)



Response by Feedback From Open Event (Feb), 14/02/2013 at 13:52:03

The plans for this proposed development can be viewed at <http://www.dwhsotoncommunity.co.uk/site/dwh/current-sites/south-east-of-the-causeway-petersfield>

[Reply](#)



Response by Richard Besant, 18/02/2013 at 10:54:41

Land along the Causeway would be a natural progression for careful and sympathetic development as it is near the town Centre, shops and schools. It also balances the Town for accommodation.

[Reply](#)



Response by , 17/04/2013 at 13:30:28

This seems a sensible location for more housing, which I hope would be a mix of social/ affordable and private housing.

[Reply](#)





Response by Cllr Mr Philip Aiston, 15/05/2013 at 13:25:13

Please read my comments on the SDNP planning website that as Ward Councillor for the Causeway I am requesting a full Environmental Impact Assessment (EIA) be completed for this site. It is a beautiful biodiverse site that any such development will be against the primary purpose of the the Park (Sandford Principle)
Cllr Philip Aiston

[Reply](#)



Response by JK, 16/05/2013 at 22:07:35

The Sandford Principle applies in situations of direct conflict. It would have to shown that there is more benefit to the natural beauty of the landscape than there is to the economic benefit of the town to conserve this field. Hence I guess your suggestion that an EIA take place.

It's worth remembering the town of Petersfield is just as an important part of the National Park, as the hills, trees, streams are.

[Reply](#)



Response by , 22/05/2013 at 14:57:26

Dear JK,

thank you for your comment about SE Causeway but I would ask what economic benefit to the town are you indicating with respect to this beautiful field that I know contributes to the wellbeing of residents of Broadway Park?

Cllr Philip Aiston Petersfield Causeway

[Reply](#)



Response by JK, 25/05/2013 at 12:49:32

The provision of family housing along with much needed affordable housing will provide an economic & social benefit to the whole town. The latest census statistics show that Petersfield has an ageing population. Families are essential to the future success of Petersfield and therefore provision should be made for such housing.

I don't particularly think this field is beautiful, it is nice. It is OK. However I do see that it will affect some nearby existing residents; any new development will.

[Reply](#)



Response by Jeff Kamen, 26/05/2013 at 09:35:22

Petersfield does not need new housing developments of this size and certainly not in this area!

The extra traffic on this highway during the 'school-run' would overload the existing roads.

Between 2006 and 2010 the most extensive public consultation ever carried out in Petersfield resulted in the publication of the Petersfield Town Design Statement (PTDS), which had been adopted as non-statutory planning guidance by EHDC.

The PTDS design guidelines included reference to protecting and retaining the views into and out of The Causeway gateway vistas and protecting and preserving the green fingers that reached into the centre of Petersfield from the surrounding countryside.

[Reply](#)



Response by , 28/05/2013 at 09:11:55

The infrastructure of Petersfield cannot support further extensive development. If this land is built in, The Causeway will become even more dangerous for cars and pedestrians when the Petersfield School and the Infant School start and begin their days. Also, this land is used on a very regular basis by walkers from the Petersfield community. Hangers Way crosses it to link Petersfield & Buriton.

[Reply](#)



Response by JK, 29/05/2013 at 21:09:02

I think the last poster is confusing this site with the larger Causeway Farm site. There are no public footpaths crossing this land. This site is quite small in size; 76 family homes.

[Reply](#)



Local Needs Housing by Jo Shockley, 05/02/2013 at 17:24:52

Ideal development location for Supported Retirement Community.

Penns Place, South Downs National Park, Petersfield, Hampshire GU31, UK

[Reply](#)



Response by Anonymous, 19/02/2013 at 14:32:19

Is it not too far from town and facilities older people would need such as doctors, shops, hospital

1 person likes this [Reply](#)



Response by Timothy Gentry, 05/03/2013 at 21:00:04

Seems better left as it is to me as it probably already provides for the local wildlife pretty well being so overgrown. Would be better to develop already open land, especially as it would back onto the Petersfield



Sewage Works.

[Reply](#)



Response by , 08/05/2013 at 16:56:22

Should Retirement and affordable housing be on the outskirts of any town as the transport systems probably will not service them?

[Reply](#)



Response by Julian James, 10/05/2013 at 11:46:54

Facilities for retirement housing should really be within very short walking distance of the centre of town.

[Reply](#)



Response by , 26/05/2013 at 19:56:22

We don't need retirement properties. We need low cost housing. There are already lots of retirement properties in Petersfield. Having more puts a strain on the local government. Low cost housing is less of a strain on local government, and brings in workers. It also helps the younger generation get on the housing ladder.

1 person likes this [Reply](#)



Response by , 28/05/2013 at 13:50:24

Far too far from the town centre for retirement. Better for affordable housing for families etc.

[Reply](#)



Response by Adam Harper, 04/06/2013 at 21:56:11

The site mostly consists of habitat which is likely to provide important habitat for nesting birds, homes for small mammals, bats, slow worms, perhaps wood peckers and owl. The distance from services such as doctors, shops, post office, pharmacies, train station etc is an issue, the distance would mean people here would drive into the town centre putting even more pressure on limited parking

[Reply](#)



Local Needs Housing by , 02/02/2013 at 14:01:34

Better to develop this land for small development of houses than the fields (ie Causeway Farm)

25 Meon Close, South Downs National Park, Petersfield, Hampshire GU32 3DW, UK

[Reply](#)



Response by , 26/05/2013 at 20:00:09

This is an ideal location for housing.

[Reply](#)



Response by Feedback From May Festival Event, 28/05/2013 at 18:38:10

Good for small infill development. Should be kept inline with existing houses along road (ie facing Sussex Road only)

[Reply](#)



Response by , 25/07/2013 at 09:04:04

This land whilst "green" has been neglected and not used even for grazing for decades and is in such a prime position for sustainable housing development being so close to all facilities it should be a "no-brainer" for the Community-a small select development of say 30/35 dwellings including low cost housing should be achievable and a much better solution than much larger blocks of land further out of the town.

[Reply](#)



Google

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Local Needs Housing by PNP_Admin, 24/01/2013 at 14:42:20

Is this area suitable for future housing? If so, how many?

10 Barnfield Road, South Downs National Park, Petersfield, Hampshire GU31 4DQ, UK

[Reply](#)



Response by Adam, 31/01/2013 at 21:40:41

I'd say its better to keep this as a Green Wedge, for allotments, recreation etc

[Reply](#)



Response by , 04/02/2013 at 15:04:54

Suggest 90-100 houses@

[Reply](#)



Response by , 03/06/2013 at 09:58:59

This area of town is a long way from the centre and the shops and so would inspire people to use their cars

[Reply](#)



Google

Imagery ©2013 DigitalGlobe, Getmapping plc, Infoterra Ltd & Bluesky



Miscellaneous by **Richard Thompson**, 22/07/2013 at 23:28:17

Just to say well done to the folk running the re-vamped cafe next to The heath playground. They are doing a great job and it has brought a new life to the park, keep it up.

25 Bramble Road, South Downs National Park, Petersfield, Hampshire GU31, UK

[Reply](#)



Miscellaneous by **H Costa**, 14/06/2013 at 11:33:16

This would be a suitable position for a Hotel to be built. As Petersfield may need to attract more tourism and take advantage of South Downs Natural Park.

64 Heath Road, South Downs National Park, Petersfield, Hampshire GU31 4EJ, UK

[Reply](#)



Miscellaneous by **Adam**, 04/06/2013 at 22:35:41

We should encourage solar photovoltaic panels on buildings with flat roofs and south facing pitched roofs. The cost of solar has dropped hugely in the last 2 years making it increasingly financially viable, particularly on public and commercial buildings

15 Cranford Road, South Downs National Park, Petersfield, Hampshire GU32 3LX, UK

[Reply](#)



Miscellaneous by **Elizabeth**, 27/05/2013 at 12:23:13

It has been obvious since the early 1980s that building development would happen within the red line boundary of Petersfield, regardless of public opinions and surveys. Alas the town has been targeted for many years. However we could try to preserve our wildlife habitats and biodiversity by having green corridors, not built upon and not "maintained" by contractors strimming, mowing and sawing everywhere to produce a uniform suburbanised "lawn" look as has been done on Herne Farm in the past few years. Here the green corridor of the Riverside Walk which used to be full of birds, butterflies, bees, hedgehogs and many wildflower species upon which they depended has been "tidied up". What to a biologist looks beautiful: clumps of purple scented thistles, berry-laden brambles, seed bearing teasles, look untidy to the ignorant eyes of a contractor with his machines. Much food and shelter for our wildlife has been destroyed on Herne Farm. How can this be prevented in the inevitable future developments to the south and southeast of Petersfield?

2 Durford Abbey Cottages, South Downs National Park, Petersfield, West Sussex GU31 5AU, UK

[Reply](#)



Miscellaneous by **susanne**, 26/05/2013 at 20:12:55

More community activities could take place in this wonderful park, it plays great host to the annual fireworks display and should be used for more events.

14 Alderfield, South Downs National Park, Petersfield, Hampshire GU32 3LH, UK

[Reply](#)



Response by **susanne**, 26/05/2013 at 20:13:48

Oops, tag in wrong place should be in bell Hill Park!

[Reply](#)

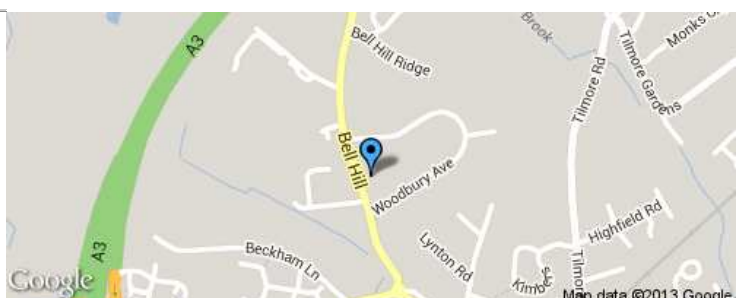


Miscellaneous by **susanne**, 26/05/2013 at 20:09:01

Please can we do something about speeding cars up and down this road, particularly at 'school run' times.

14 Alderfield, South Downs National Park, Petersfield, Hampshire GU32 3LH, UK

[Reply](#)



Response by **Mark Hipsey**, 31/07/2013 at 14:38:04

Agree, but it would help if residents kept their hedges trimmed so walkers can pass using the footpath

[Reply](#)



Miscellaneous by **Feedback From Open Event (Feb)**, 05/02/2013 at 20:04:41

Solar PV farm on low grade grazing land



12 Station Road, South Downs National Park, Petersfield, Hampshire GU32, UK

[Reply](#)



Response by Feedback From Open Event (Feb), 05/02/2013 at 20:05:29

Owned energy sources would be most preferable

[Reply](#)



Response by Adam, 19/04/2013 at 13:55:26

*This should say community owned, sorry@

[Reply](#)



Response by Alan Biddlecombe, 29/05/2013 at 10:32:16

Solar power on this scale is useless. Ok for a couple of light bulbs but not much more. The negative costs to the environment in manufacture alone, and then placement, far outweigh any benefits gained. You will be building a wind farm on the heath next!

[Reply](#)



Response by Adam, 04/06/2013 at 22:20:40

Whilst PV farms are perfect and seasonally fluctuate in their out put. They do work. 1 a 1MW peak system in this part of the UK can produce enough electricity for around 280-290 homes. That takes up around 2 hectares of land. Solar PV panels have a huge net carbon saving over the lifetime, i.e. they produce many times more energy over 25 years of the life than it takes to make them. If we are prepared to generate some of our electricity near where we live then its hypocritical to use it at all. We are very lucky to not have to live near a coal power station or an incinerator as some people have to. Finally I'm not advocating wind turbines in the town, I have read enough articles and books on this to know they are ineffective in urban environments

[Reply](#)



Response by Adam, 04/06/2013 at 22:32:33

*if we AREN'T prepared to generate

[Reply](#)



Transport and Access by Jeff, 16/07/2013 at 21:40:16

Clearly marked cycle lanes on the road/pavement would be good to have here - the road gets quite narrow towards the top of the hill, and when the verge is overgrown it can be dangerous to cycle at the crest of the hill

32 Lavant Street, South Downs National Park, Petersfield, Hampshire GU32 3EF, UK

[Reply](#)



Transport and Access by Jeff, 16/07/2013 at 21:36:24

Traffic into Churcher's/into the Esso is really heavy at times - the road is narrow here, so there may not be an easy solution, but it would be good to look into possibilities

32 Lavant Street, South Downs National Park, Petersfield, Hampshire GU32 3EF, UK

[Reply](#)



Transport and Access by Jeff, 16/07/2013 at 21:30:46

A stop sign/ speed bump should be added at the exit of the Esso - cars come out of the station on to the footpath quite quickly and often without looking to see if pedestrians are coming on the footpath. I've almost been hit a few times there.

32 Lavant Street, South Downs National Park, Petersfield, Hampshire GU32 3EF, UK

[Reply](#)

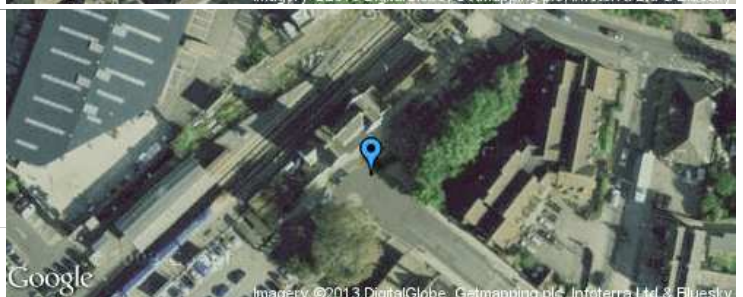


Transport and Access by Jeff, 16/07/2013 at 21:20:54

It would be a good idea to make some more room for cars to pick up/drop off passengers here in some way - maybe by moving the taxi rank further into the parking lot so the taxis don't take up all of the space around the roundabout at peak times

32 Lavant Street, South Downs National Park, Petersfield, Hampshire GU32 3EF, UK

[Reply](#)

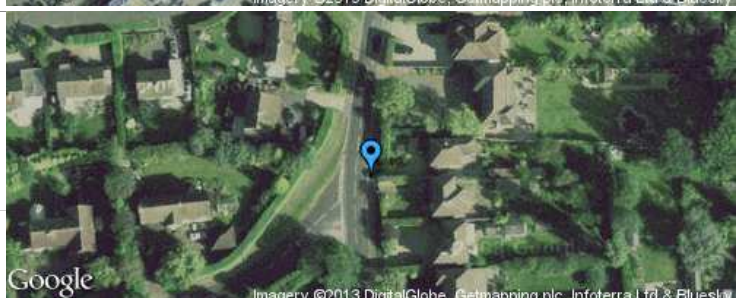


Transport and Access by, 24/06/2013 at 12:25:14

This road is dangerous, noone keeps to the speed limit. It needs to have some traffic calming measures. I dont feel safe living on this road with my children.

62 Pulens Lane, South Downs National Park, Petersfield, Hampshire GU31 4DD, UK

[Reply](#)



Transport and Access by John Charnock-Wilson, 20/06/2013 at 18:13:14

Moggs Mead needs traffic calming devices. Too many people use it as a rat run / race track

27 The Square, South Downs National Park, Petersfield, Hampshire GU32 3HH, UK

[Reply](#)

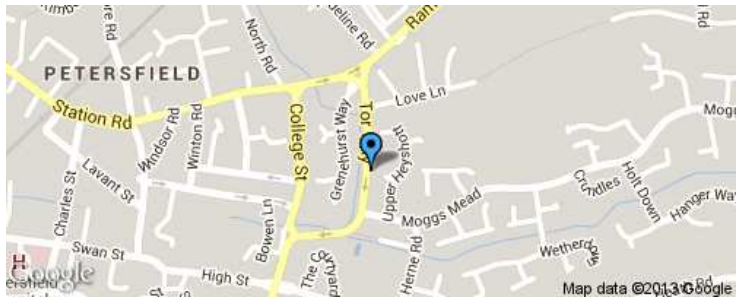


Transport and Access by John Charnock-Wilson, 20/06/2013 at 18:07:57

We should make Tor Way two-way, and pedestrianise College Street

London Road, South Downs National Park, Petersfield, Hampshire GU31 4BG, UK

[Reply](#)



Transport and Access by Adam, 14/06/2013 at 22:25:38

I walk down station road regularly and have to agree there needs to be another safe pedestrian crossing, often the stream of traffic is such that you have to wait a minute or two before it is safe to cross. For children this must be a difficult road to cross safely

Love Lane, South Downs National Park, Petersfield, Hampshire GU31, UK

[Reply](#)



Transport and Access by Adam, 14/06/2013 at 22:12:17

This section of the 1 way system needs a contra-flow cycle lane, so that people can cycle to the station from the Rams Hill direction without having to cycle on the pavement (as people do currently) or go around the one way system. The road seems wide enough here to widen the pavement and put in a segregated cycle lane. The traffic lights already have a toucan crossing on two sides, so this would be relatively low cost.

Love Lane, South Downs National Park, Petersfield, Hampshire GU31, UK

[Reply](#)



Response by Faith, 20/06/2013 at 16:50:22

I totally agree with this suggestion, or why don't we return the one way system to two way traffic and pedestrianise College street?

[Reply](#)

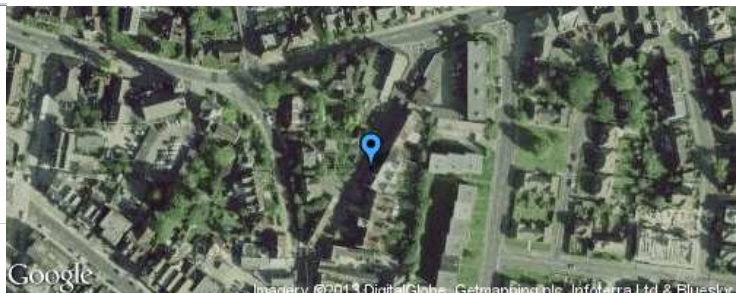


Transport and Access by, 05/06/2013 at 23:21:28

When the on-street parking areas were changed recently the opportunity was missed to make this street residents' parking only like Lavant Street and Bell Hill. There is barely sufficient space for residents let alone commuters and shoppers parked all day illegally.

28 Love Lane, South Downs National Park, Petersfield, Hampshire GU31 4BP, UK

[Reply](#)



Transport and Access by susanne, 26/05/2013 at 20:07:19

Lets have a bus shelter please

14 Alderfield, South Downs National Park, Petersfield, Hampshire GU32 3LH, UK

[Reply](#)



Transport and Access by Julian James, 10/05/2013 at 11:54:06

Improve traffic flow with a roundabout.

London Road, South Downs National Park, Petersfield, Hampshire GU31, UK

2 people like this [Reply](#)



Response by Alan Biddlecombe, 29/05/2013 at 09:50:58

A roundabout is far more preferable than a set of traffic lights, but something needs to be done.

1 person likes this [Reply](#)



Response by Adam Harper, 04/06/2013 at 21:49:28

This would be a good idea, its especially bad for cyclists trying to cross this junction who cross to access the cycle track to Liss in Steep Marsh

1 person likes this [Reply](#)



Response by, 20/06/2013 at 18:02:11



This is a dangerous junction, especially during the evening rush hour, and certainly needs a roundabout or traffic lights

1 person likes this [Reply](#)



Response by John Chamock-Wilson, 20/06/2013 at 18:04:19

This junction is dangerous, especially at evening rush hour, and certainly needs a roundabout or traffic lights, preferably the former

1 person likes this [Reply](#)



Response by , 24/06/2013 at 12:18:38

Anon

Completely agree. have to walk my children over this road to take them to school. its a total deathtrap.

[Reply](#)



Transport and Access by Richard Besant, 08/05/2013 at 17:05:22

The new cycleway along the Causeway is a good start but it needs to be continuous from the Railway Station and town centre to the QE Park along the old A3 and it is needed NOW

227 The Causeway, South Downs National Park, Petersfield, Hampshire GU31 4LR, UK

2 people like this [Reply](#)



Transport and Access by , 17/04/2013 at 13:27:24

This dangerous junction needs improving, especially as it so close to the infant school. It could be made into a pleasant walking/ cycling route form the town centre to Heath pond

27 The Square, South Downs National Park, Petersfield, Hampshire GU32 3HH, UK

[Reply](#)



Response by , 22/05/2013 at 13:55:46

Agree this junction is dangerous. I don't understand why this was not sorted out when a roundabout was put in for access to Tesco? Could there be a way of incorporating this junction and roundabout to make maybe one roundabout and keep the traffic flowing? Even making two lanes in Sussex Road rather an adding bollards to stop traffic mounting the kerb would surely help.

[Reply](#)



Transport and Access by Feedback From Open Event (Feb), 05/02/2013 at 19:02:43

Build a tunnel or a bridge under / over the A3 access to the SDNP

Petersfield, EHDC Penns Place (main entrance), South Downs National Park, Petersfield, Hampshire GU31, UK

[Reply](#)



Response by Richard Besant, 08/05/2013 at 17:02:58

The Cycle route just constructed is a good start but needs to be continuous from the railway station/centre of town via the old A3 into QE Park and is needed NOW

[Reply](#)



Response by , 15/05/2013 at 09:31:50

The cycle route along the Causeway is a complete waste of public funds (c.£85k) as there was already an existing footway on the western side of the road which could have been improved for this purpose.

The pinch point has introduced an unnecessary hazard as there is no permanent signage to its location and in any event drivers entering town are ignoring what signage there is. If there were to be a serious accident here the town would quickly become gridlocked!

Quite who approved this ridiculous scheme should be sacked for maladministration.

[Reply](#)



Response by JK, 16/05/2013 at 19:29:18

I disagree it's a waste of money. It's a damn good scheme. However, HCC haven't done themselves any favours by not installing permanent signs at the so called "pinch point" yet. Also the extension of the 40mph limit further south should have been implemented at the same time, rather than a few weeks later.

Drivers shouldn't be ignoring any road signs, they could be charged with driving without due care and attention.

[Reply](#)



Transport and Access by Mark Nelson, 05/02/2013 at 16:11:56

This is dangerous junction, with traffic travelling from the west (Heath Road) turning fast into Herne Road.

20 Herne Road, South Downs National Park, Petersfield, Hampshire GU31 4DP, UK

 [Reply](#)



Transport and Access by , 03/02/2013 at 13:53:04

Sort out the terrible traffic problem caused by the exits from the station, Tesco traffic, Woodcroft Mews traffic, onto the very busy Station Road. There are no pedestrian crossing , near misses are frequent and there will be a serious accident unless resolved.

24 Lavant Street, South Downs National Park, Petersfield, Hampshire GU32 3EW, UK

1 person likes this [Reply](#)



Response by Anonymous, 19/02/2013 at 12:29:51

Unfortunately its the people that park on the yellow lines outside the store that cause the problems - more policing needed?

1 person likes this [Reply](#)



Transport and Access by , 02/02/2013 at 14:24:48

The Square and High Street would be much more pleasant if there wasnt so much traffic. Its sometimes dangerous crossing the road opposite Cubbit & West. Traffic needs to be restricted in some way and pedestrians encouraged!

18A Lavant Street, South Downs National Park, Petersfield, Hampshire County GU32 3EW, UK

2 people like this [Reply](#)



Response by Anonymous, 19/02/2013 at 12:23:21

The problem is the crossing points, courtesy crossings are dangerous

[Reply](#)



Response by Anonymous, 19/02/2013 at 12:30:35

The traffic is not the problem its the courtesy crossings as noone knows when to stop or when to cross

[Reply](#)



Response by , 17/04/2013 at 13:22:13

Parking in the Square seems unnecessary - wider pavements would give cafes and markets more space and make the Square more pleasant for pedestrians.

1 person likes this [Reply](#)



Response by Adam, 14/06/2013 at 22:15:45

@I agree, perhaps only a loading space and a few disabled spaces?but general parking could be removed from the square

[Reply](#)



Response by , 12/05/2013 at 13:14:35

I don't find it very difficult to cross the road opposite Cubitt and West, even with 2 small kids to manoeuvre. Either wait for a gap in traffic or for someone to stop and let you across. However I agree that the courtesy crossing is confusing. It doesn't bother me as a pedestrian, but when I'm driving it is irritating that some people step out in front of my car as if it's a zebra crossing and I'm obliged to stop - a bit dangerous.

[Reply](#)



Response by , 15/05/2013 at 09:53:11

If large towns and cities like Guildford for instance can have pedestrian access during certain times of the day, Petersfield should be able to manage it also.

[Reply](#)



Response by MN, 30/05/2013 at 16:18:45

Pedestrianisation seems to work well during events, could it be trialled on Farmers' market Sundays too? It would need to be done in conjunction with cheaper parking.

[Reply](#)



Response by , 05/06/2013 at 23:04:58

Doubt about right of way is the point of these crossings, it forces a bit of thinking rather than assumptions about right of way. They've had them for decades where I grew up without any trouble.

The High Street itself ought to be pedestrian only during working hours to make it more pleasant for everybody.

Finally, get the vehicles OFF the pavement! There's no reason to park

on the pavement and it causes damage which is a waste of the public's money.

[Reply](#)



Response by Adam, 14/06/2013 at 22:20:38

What do people think of using shared space to slow down traffic? This slows traffic by blurring the boundaries of what is pedestrian space and vehicle space, and would either have one surface with no curbs or less obvious curbs. In theory it might seem strange but in practice it slows down traffic

[Reply](#)



Transport and Access by , 02/02/2013 at 13:54:59

Improve the cycle routes along the Causeway and extend them over Butser Hill using the disused A3 road.

80 The Causeway, South Downs National Park, Petersfield, Hampshire GU31 4JS, UK

1 person likes this [Reply](#)



Response by Timothy Gentry, 05/02/2013 at 12:48:17

I like the idea of more improved cycle routes in general where the road is divided better between the use of cars and cyclists. Surfacing could be adapted to provide better zoning and slow traffic, as well as improve the look and feel of the town. A bit like on College Street though adapted for two way traffic.

1 person likes this [Reply](#)



Response by Feedback From Open Event (Feb), 05/02/2013 at 19:58:44

Cycle route to QECP would be great as cycling on A3 is dangerous

[Reply](#)



Response by , 06/02/2013 at 14:23:49

I agree with this! The cycle links need to improve if we are going to be the gateway to the SDNP

[Reply](#)



Business Use by Richard, 28/05/2013 at 22:00:03

A modern business centre is needed to help grow new business and jobs. It could exploit the good links from the A3 and the fact the town is a key location between the M25 and south coast . Perhaps there is an opportunity to increase the services at the service stations - a modern business suite with flexible office space, hot desking and meeting rooms would attract commerce and provide a set of business functions that the town doesn't appear to offer.

Love Lane, South Downs National Park, Petersfield, Hampshire GU31, UK

[Reply](#)



Business Use by, 04/02/2013 at 15:09:44

Should this area be used for business units

10 Barnfield Road, South Downs National Park, Petersfield, Hampshire GU31 4DQ, UK

[Reply](#)



Response by, 11/05/2013 at 16:08:10

Do we really need more business units when there are empty units nearby? How will they be accessed? However if it is really essential then do leave some of this area green as it is the last green area on the Petersfield side of the A3. many people use it for walking.

[Reply](#)



Response by, 11/05/2013 at 16:11:33

Do we really need more business units here when there are empty ones nearby? How will they be accessed? If it is really essential to build business units then some green space should be preserved. this is the last area of green on the Petersfield side of the A3 and many people use it for walking.

[Reply](#)



Response by Mark Hipsey, 31/07/2013 at 14:36:52

NO this is where lots of dog walkers walk there dog it links to the footpath over the A3

[Reply](#)



Business Use by, 02/02/2013 at 14:05:28

Disused Business building (Plumb Center) needs sorting out! Has been empty for well over a Year.

10 Barnfield Road, South Downs National Park, Petersfield, Hampshire GU31 4DQ, UK

[Reply](#)



Response by Feedback From Open Event (Feb), 05/02/2013 at 19:57:05

Could this be kept for commercial use?

[Reply](#)



Response by Petersfield Society, 14/05/2013 at 17:15:50

New building to be designed to be an attractive and symbolic gateway into Petersfield. Could be housing in form of much needed flats

[Reply](#)



Business Use by PNP_Admin, 26/01/2013 at 17:45:24

It's likely that EHDC will be vacating their site at Penns Place in the next few years. What would the site be suitable for? Startup Business units?

25 Meon Close, South Downs National Park, Petersfield, Hampshire GU32 3DW, UK

[Reply](#)



Response by Feedback From Open Event, 05/02/2013 at 14:32:28

How about a site for a new Primary School. Ideal existing infrastructure.

[Reply](#)



Response by Feedback From Open Event (Feb), 05/02/2013 at 15:39:36

How about using this as a site for a new Primary School. All the infrastructure is in place.

[Reply](#)



Response by Feedback From Open Event (Feb), 05/02/2013 at 17:30:09

Good location for a small hotel, similar to Premier Inn.

[Reply](#)



Response by John Charnock-Wilson, 20/06/2013 at 18:10:42

Move TPS there! they would then have decent playing fields

Reply



Community Use by Bill White, 01/07/2013 at 23:00:04

This is absolutely NOT a suitable site for housing. It is a scarce and much needed community resource. Nearly 400 children play rugby here, hundreds more play football each weekend. These pitches and this open space, surrounding our local leisure centre should be protected and enhanced, not buried under a housing scheme

Petersfield, Hampshire GU31 4EP, UK

2 people like this [Reply](#)



Response by Andrew Bolton, 23/07/2013 at 09:31:01

I totally agree, it would be a travesty if this much used open space was developed

[Reply](#)



Community Use by H Costa, 14/06/2013 at 11:19:21

This space could be used to enhance the beauty of the pond and bring more people to do exercise. To Build out doors sort of gym. What you guys think?

64 Heath Road, South Downs National Park, Petersfield, Hampshire GU31 4EJ, UK

[Reply](#)



Community Use by Richard, 28/05/2013 at 21:51:22

The play equipment at the heath needs expanding. At weekends the area is crowded and it would be good to try and get people to use the other side of the park. Perhaps this could be done with another play equipment area or nature trail?

Love Lane, South Downs National Park, Petersfield, Hampshire GU31, UK

[Reply](#)



Community Use by Feedback From May Festival Event, 28/05/2013 at 18:29:42

A full size Astro Turf pitch, managed by the local council, should be built here. The whole site could become a sports hub including Tennis courts which are currently used to store wheelie bins!

Petersfield, Hampshire GU31 4EX, UK

[Reply](#)



Response by Richard, 28/05/2013 at 21:44:03

In addition to a single large pitch, a number of smaller pitches would be ideal to enable 5-a-side football teams and tournaments. These centres are popular and will have a wide draw from the wider area and create leisure jobs .

[Reply](#)



Community Use by Simon Auty, 11/05/2013 at 13:51:59

INTRODUCTION

The Festival Hall was built as a venue for the Petersfield Music Festival. Its function as a performance venue continues to be vital to the cultural life of a wide area extending far beyond the town of Petersfield. It is essential that the planning regime applied to the building itself and the surrounding area recognises this regionally important function and allows it to develop in the future.

THE BUILDING

The building is a fine piece of 1930s architecture that still contains some original features (for example some of the clocks and the spectacular chromed internal uplighters). For many years it included two auditoria: the large hall at the back that is still used for performances; and, the small hall upstairs at the front which has lost its stage and original wood panelling, and is now used as an office.

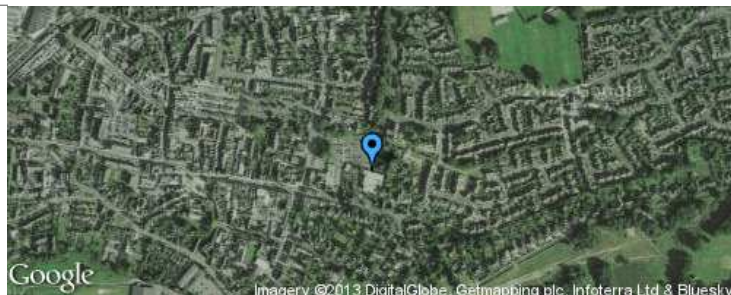
As well as the performance spaces the building has been used by local government in its various forms, including the Petersfield Urban District Council, Hampshire County Council, and Petersfield Town Council, who currently manage the building and operate from it.

Building Management

Over the years a highly successful, if slightly unusual, method of managing the Hall as a performance venue has been developed by the Town Council. There are no staff who provide performance-related functions. A community of volunteers provide services, including box-office, front-of-house management, catering and stage technology-related services to events (including the Music Festival).

During the last thirty years or so the Town Council have invested in the building and its facilities, adding an extension at the back with a new foyer and dressing rooms, and kept the performance lighting and sound installations up to date. The facilities do not match those of a modern performance space, but they cannot be bettered without travelling to Winchester, Portsmouth or Chichester, for example.

In recent years The Town Council have let out an increasing proportion of the building for commercial use, for example offices and a gym. This has provided valuable income for the Council in addition to the public funds



they receive.

The Future

In the immediate future the financial pressure on local authorities at all levels is certain to increase. This could lead to local government reorganisation. These pressures may lead to a change in ownership of the Festival Hall, or a radical change in the way it is run. It is vital that the planning environment allows this building's vital function as a performance venue to continue, and also enables (perhaps encourages) its future development as a regional centre for the performing arts.

PLANNING CONSIDERATIONS

Signage

There needs to be suitable space to advertise performances, and give an indication to audiences as to how they should approach the building. This might include signage on the building itself.

Parking

The building is surrounded by car parking. This is one of its major assets and allows audiences and performers to travel by car to evening performances without blocking the adjacent roads.

There is a problem with matinees because of the lack of shoppers' parking space in the town, but this is a general problem.

The number of car parking spaces around the Hall should be maintained at a number related to the likely numbers of audience, staff and performers using an improved and more frequently used performance venue.

Audience Access

This is currently quite good, although better co-ordination of pedestrian routes and car parking movements is needed.

The existing pedestrian and cycle access should not be degraded.

Goods Access

Even today, very large lorries deliver scenic components (staging, temporary stage machinery etc.). The current layout of the site makes this difficult and potentially dangerous. Future developments should allow for these movements to be made more easily.

Alterations to the building

Internal and external alterations that make the building a better performance space must be allowed. However they must be in keeping with its overall style.

Possible changes that should not be ruled out are:

The addition of a flytower.

Provision of access for large scenic items

Increased audience circulation space

Increased dressing room accommodation

Surrounding Buildings

Use of nearby buildings for performance-related activities must be considered, and changes that would prevent or discourage such use avoided.

Possible uses for nearby buildings include:

Pre- and post-performance eating and drinking

Rehearsal rooms

Workshops and storage for:

Scenery and props

Costumes

Sound and Lighting

2-3 The Avenue, South Downs National Park, Petersfield, Hampshire GU31, UK

[Reply](#)

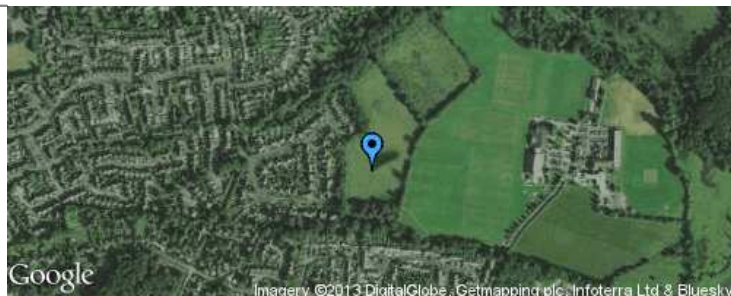


Community Use by Allen Ives, 30/04/2013 at 10:09:41

This site should not be developed for Housing. It currently forms part of the eastern boundary of the settlement area of the town, has previously been designated as an area of outstanding natural beauty plus previous government housing inspectors are on record as saying that in their opinion the site should never be developed. The site should be used for recreational purposes only.

13 Copse Close, South Downs National Park, Petersfield, Hampshire GU31, UK

[Reply](#)



Response by John Charnock-Wilson, 20/06/2013 at 18:09:55

Agreed. this is better left to nature

[Reply](#)

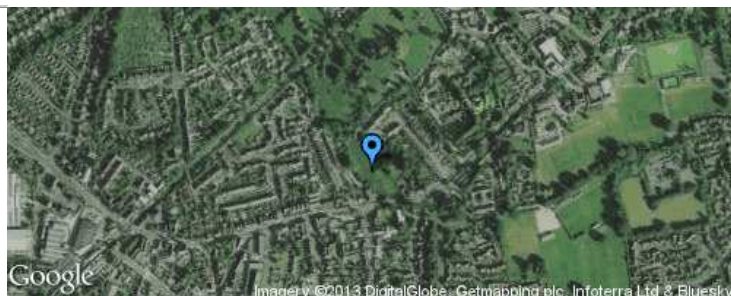


Community Use by Bob Ayer, 07/04/2013 at 10:07:17

Permissive Access is obtained for the land adjacent with the new development. This includes access under the old embankment to the N and from Station Road.

5 North Road, South Downs National Park, Petersfield, Hampshire GU32 2AX, UK

[Reply](#)



Response by Andrew Hicks, 20/05/2013 at 11:27:16

The planning application for this development was based on the policy that this land be made available as open space in perpetuity at the cost of the applicant, Beechcroft Development. Beechcroft has however failed to provide these benefits (see my comment in respect of the northern meadow on the interactive map). In the meantime we are 'permitted' to open the gate and pass through the tunnel under the old Midhurst rail line. However, Beechcroft should have this door pinned open in the daytime as it currently looks like a fortress and it should immediately place notices advertising the fact that pedestrians can pass through the complex and into the northern meadow. There is absolutely no reason for this not to be done without delay, on the assumption that Beechcroft at present is believed to be a reputable and responsible developer.

[Reply](#)



Response by Feedback From May Festival Event, 28/05/2013 at



18:33:23

Please walk through Merritts Meadow and see how beautiful the upper meadow could be.

[Reply](#)

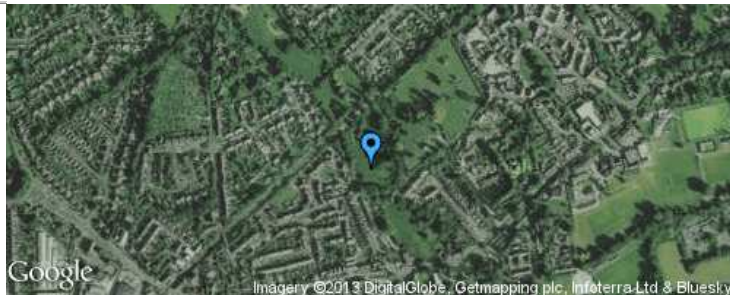


Community Use by Bob Ayer, 07/04/2013 at 10:03:20

The land N of the old embankment and E of North Road associated with the new Development S of the old embankment is currently subject to detailed discussions between EHDC and the Developer to maximise the potential of public access.

14 Alderfield, South Downs National Park, Petersfield, Hampshire GU32 3LH, UK

[Reply](#)



Response by Andrew Hicks, 20/05/2013 at 11:02:00

EHDC granted permission for the building of the Merritts Meadow 'sheltered housing', 'as long as it would ensure the provision and management of [the southern and northern meadows] as public open space, as well as a footpath/cycleway through the Policy R4 allocation to link with the network of public rights of way to the north of the railway line'. At a meeting of the planning committee on 4 April 2013 the Head of Planning reported that his department had failed to secure compliance with these stipulations by Beechcroft Developments, the developer of Merritts Meadow and that accordingly these benefit were lost to the town. In my view however Beechcroft's non-compliance with these clear obligations as stated in its planning application 'go to the heart of the application' which was to enable these public benefits and accordingly on a judicial review the court would hold that the planning consent is unlawful and void. Alternatively the EHDC should use its powers to revoke the planning consent, a step that could be taken without compensation to Beechcroft which is the author of its own misfortune. Beechcroft would then apply for retrospective permission and the section 106 agreement redrawn so as to assure the pathway, public access as open space and maintenance and management in perpetuity. EHDC therefore has a very strong hand in negotiating these rights for the benefit of Petersfield and need not go cap in hand to Beechcroft.

[Reply](#)



Community Use by Richard Besant, 18/02/2013 at 10:52:08

Another possible location for a new Youth/Community Centre

Tor Way, South Downs National Park, Petersfield, Hampshire GU31, UK

[Reply](#)



Response by Roger Parkes, 24/05/2013 at 14:30:09

There is more space than expected in the SW corner of the field which could possibly accommodate a 2 storey building of 40m x 20m. It is favoured by Kings Arms because of the proximity to Petersfield School.

As a community centre this site is likely to be constrained in what it can offer but there is scope for a worthwhile compromise here.

My reservation about this site is that it will absorb community effort and national grants and will fall short of our long term requirements for the town.

[Reply](#)

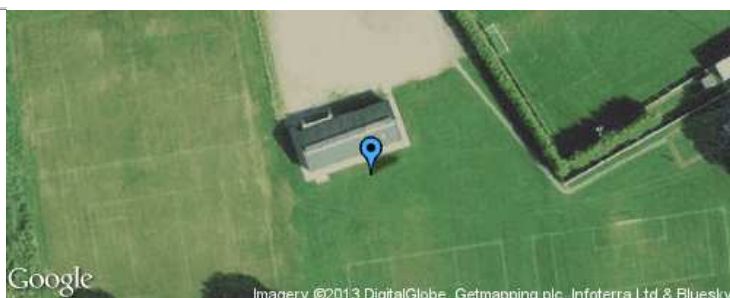


Community Use by Richard Besant, 18/02/2013 at 10:50:15

Another possible location for a new Youth/Community Centre

Tor Way, South Downs National Park, Petersfield, Hampshire GU31, UK

[Reply](#)



Response by, 18/04/2013 at 10:18:18

If Petersfield is to have a facility for young people that seeks to bring together social needs, sport, dance, drama, music as envisaged by the CTG group, this would probably be the best site

[Reply](#)



Response by Roger Parkes, 24/05/2013 at 14:19:02

I am Chairman of Festival for Young People. We believe that the area in the vicinity of the existing pavillion would be a very good site for a new centre combining facilities for a wide range of activities and users of all ages. The viability of such a centre is likely to depend on a wide range of users including local youth organisations, clubs, groups, local government agencies and third sector groups.

Its proximity to the football club, skate park and open space, easy access and parking are especially attractive.

[Reply](#)



Response by Richard, 27/05/2013 at 14:42:01

As someone who uses this park with a young family and lives close, I'm not sure if further focusing the area for 'youth' is wise. The skate park, green areas, football teams and outside the coop are already busy which has led to tensions with residents. The area generates a lot of noise until late in the evenings and is regularly cluttered with litter. I agree that there is a need for more youth facilities but not focused in a single area of the town. In addition there are already a large number of community halls which should be utilised (I don't know if they are, or not) rather than another new build on green areas.

A pedestrian crossing between the park and coop would be wise as there has been many near misses with people crossing between parked cars.

[Reply](#)



Community Use by Richard Besant, 18/02/2013 at 10:48:31

Possible location for a new Youth/Community Centre

Tor Way, South Downs National Park, Petersfield, Hampshire GU31, UK

[Reply](#)



Response by Anonymous, 19/02/2013 at 12:22:21

We already have a well used community centre on this spot

[Reply](#)



Response by Ted Dowdeswell, 18/04/2013 at 10:37:47

Opportunities for new church buildings in Petersfield are very limited. This spot would be ideal for developing a centre for community worship and social activity. Some of us living in Petersfield need to travel outside the area in order to find a church which meets our needs and preferences. About 50 of us in the Petersfield area travel to a church in Greatham which is now becoming overloaded. Whilst we value the contributions made by the existing churches in Petersfield, we feel that we have a distinctive contribution to make. We feel our emphasis on a rational presentation of traditional beliefs alongside contemporary worship and social concern would enrich what is already in place in the town.

[Reply](#)



Community Use by TB, 08/02/2013 at 15:48:03

This piece of land could be used to improve links to the open space on the other side of the stream. Community facilities could also be incorporated.

32 Borough Road, South Downs National Park, Petersfield, Hampshire GU32 3LD, UK

[Reply](#)



Community Use by, 05/02/2013 at 21:15:21

This the home of the King's Arms but help is needed to give it a secure future

6 Station Road, South Downs National Park, Petersfield, Hampshire GU32, UK

1 person likes this [Reply](#)



Community Use by Feedback From Open Event (Feb), 05/02/2013 at 17:01:40

The Cricket pitch & pavillion needs to remain a community asset should EHDC ever move out. It is used extensively by local clubs.

Penns Place, South Downs National Park, Petersfield, Hampshire GU31, UK

[Reply](#)



Response by, 28/05/2013 at 09:05:40

Agreed. The cricket pitch is a community asset.

[Reply](#)



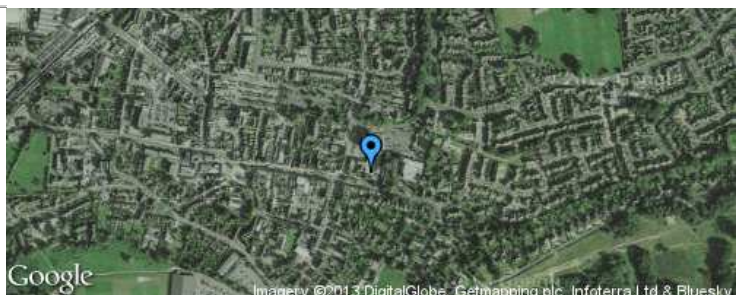
Community Use by Edward Dowdeswell, 05/02/2013 at 16:18:05

The Kings Arms in the Courtyard car park meets an important need to the towns young people. It is within walking distance of Petersfield School and the town centre and the car park itself eases transport for young people being dropped off by car.

However the building has certain limitations eg no disabled access/lift, no gym or physical play area. The building's industrial origins have been adapted as well as possible but the frontage is unattractive and not easily visible. The lease is short and unreliable and this hinders fundraising and development. The long term future of the Kings Arms would be greatly enhanced if the council would do all in their power to support this charity with better facilities.

The Courtyard, South Downs National Park, Petersfield, Hampshire GU31, UK

[Reply](#)





Response by Anonymous, 19/02/2013 at 12:39:21

This is an excellent facility in a great location for the kids - my daughter goes. The staff are fantastic and we should give it our support

[Reply](#)



Community Use by Pamela, 05/02/2013 at 16:06:10

This is an essential facility for the young people of Petersfield that must be maintained. The building and the car park area should be upgraded to a standard expected in a national park town.

The Courtyard, South Downs National Park, Petersfield, Hampshire GU31, UK

[Reply](#)



Community Use by Caroline Lacklison, 05/02/2013 at 15:53:54

The Kings Arms is a vital youth service that needs to be supported.

6 Idsworth Down, South Downs National Park, Petersfield, Hampshire GU31 4BL, UK

[Reply](#)



Community Use by , 04/02/2013 at 15:07:00

2 or 3 additional football pitches for Town Juniors

10 Barnfield Road, South Downs National Park, Petersfield, Hampshire GU31 4DQ, UK

[Reply](#)



Response by , 28/05/2013 at 09:05:01

Town Juniors is at the heart of the local community - 29 youth teams! I agree with this development.

[Reply](#)