

Report to	Planning Committee
Date	09 February 2017
By	Director of Planning
Local Authority	East Hampshire District Council
Application Number	SDNP/16/03835/FUL
Applicant	Mr J Cullen
Application	New barn to be used as café, farm shop and cycle storage, four timber cabins for tourist accommodation and new access and parking area.
Address	Broadview Farm, Blacknest Road, Binsted, Alton, GU34 4PX.

Recommendation: That planning permission be granted subject to the conditions set out in Paragraph 11.1 of this report.

Executive Summary

The Planning Committee considered the application at a previous meeting on 13th October 2016. The decision was to defer the application pending further clarification and information on the following:

- An increase in parking provision
- The impact of the proposal on trees and mitigation by landscape treatments
- Hard and soft landscaping
- A more detailed farm management plan
- An aspiration to reconsider the access road and landscaping along the route.

This report provides further information on each of these 5 issues. It also provides updated consultee responses following amended details being submitted by the Applicant.

A revised Site Plan has been provided which shows an increase in car parking from 15 to 29 spaces. These additional spaces would be in a new row on the south eastern side of the proposed car park. The Highways Authority no longer objects to the proposed parking and access arrangements.

The Arboricultural Officer raises no objection to the proposals. Therefore, no concerns about the impact of trees are raised.

An amended landscape scheme has also been provided. This shows some further revised details for tree and shrub planting and the removal of the rows of trees either side of the proposed access, which gave an ornamental appearance to the site. Whilst further detail is still required via a condition, improvements which have been made and give an indication that this process can continue to ensure an appropriate setting for the development within the landscape.

A Farm Management Plan has been revised and outlines a focus on achieving sustainable land management and how the proposed development would support this on the farm for the longer term.

The proposed size and location of the access has also been re-considered however this remains as previously proposed for the reasons outlined in the report.

A S106 Agreement has been signed which secures the proposed development to the farm.

The application is recommended for approval subject to the recommended conditions.

1. Introduction

1.1 This report follows the planning committee's decision to defer a decision on the application at the meeting on 13th October 2016. The previous report and update sheet are included at **Appendix 2**.

1.2 The decision to defer the application was for the following issues to be clarified:

- An increase in parking provision
- The impact of the proposal on trees and mitigation by landscape treatments
- Hard and soft landscaping
- A more detailed farm management plan
- An aspiration to reconsider the access road and landscaping along the route.

1.3 This report provides further information on the proposals for each of these 5 issues. Clarifying these matters has involved discussion with the applicant's agent, relevant consultees and subsequently further plans and information being submitted.

1.4 A completed S106 Agreement has been submitted and the SDNPA is satisfied that it will satisfactorily link the proposed development to Broadview Farm.

2. Site description

2.1 This is detailed in **Appendix 2** (page 10).

3. Relevant Planning History

3.1 This is detailed in **Appendix 2** (pages 10-11).

4. Proposal

4.1 The previous description of the development (**Appendix 2** pages 11-12) is still predominantly relevant. The position of the new barn (café and shop) and tourist cabins are unchanged, the access has not been re-positioned or altered in size. The principal amendment in the latest revised plans is the increase in car parking and further detail on a new landscaping scheme.

4.2 An additional row of 14 car parking spaces has been introduced on the southern side of the proposed car park in front of the new barn. This would result in a total of 29 spaces being provided (including 2 disabled parking bays) in two parallel rows 6m apart. These additional spaces would involve some excavation/regrading of a bank alongside the south east site boundary.

4.3 An amended landscape scheme is also shown on the revised Site Plan. This is outlined in further detail below.

4.4 A revised management plan has been submitted. This includes aims for sustainable land management on the holding which are outlined in paragraph 9.17 below. Further work is needed to achieve a suitable management regime for the 're-wilded' area.

5. Consultations

5.1 Original consultee responses on the application are summarised in **Appendix 2**. Following the submission of an amended Site Layout Plan showing revised parking and landscaping details, a re-consultation exercise was undertaken. Updated consultee responses are summarised below.

5.2 **Arboriculture:** No objection, subject to conditions.

- Conditions should require the approval of an Arboricultural Method Statement and Tree Protection Plan prior to commencement, which shall be adhered to.
- Local concern has been raised about a mature oak adjacent to one of the existing buildings. This tree (tree 8 on the submitted survey) is showing early signs of declining

health and has limited public amenity value. It is not worthy of a tree preservation order or that it should be considered as a significant constraint on any future development.

- Any perceived loss of amenity as a result of the loss of the oak tree could be replaced as part of an approved landscape scheme required by condition.
- Two poplar trees adjacent to the oak tree have a greater impact in the local landscape and these are proposed to be retained.

5.3 **Archaeology:** No objection.

5.4 **Binsted Parish Council:** Objection. Application lacks detail and information for reserved issues.

5.5 **Drainage Engineer:** No objection subject to conditions for foul and surface water drainage. A maintenance management plan should be provided for all on-site drainage features remaining private.

5.6 **Ecology:** Comments. Have previously provided extensive comments but wish to add:

- Proposals for 're-wilding' of the nearby Home hanger West SINC are essentially unnecessary. This woodland was surveyed by the Hampshire Biodiversity Information Centre (HBIC) in 2011 and considered to be an excellent, high quality, example of ancient hanger woodland.
- Requires good woodland management which is generally very light touch- it would not benefit from the planting of any new plants as this would likely damage the existing rich ground flora.
- The SINC is already 'wild' and therefore any future management would need to be sensitive to the existing conditions and should be guided by recognised ancient woodland management techniques.
- Wary of permitting any as yet unknown 're-wilding' of ancient woodland without first establishing whether it is necessary and how it is proposed. Application contains no details and clarification would be welcomed.

5.7 **Environmental Health:** No objection, subject to conditions.

- Potential for noise from holiday makers but not significant and is unlikely to significantly impact on residential properties;
- Possibility of smoke from wood burning stoves, fire pits or BBQs although no reference to this in the application; air quality values are unlikely to be breached and don't anticipate significant adverse impacts on residential properties;
- A site licence under the Caravan Sites and Control of Development Act 1960 likely to be required;
- Coffee shop operation will have minimal impact but recommend condition relating to the installation of equipment;
- Recommend a condition for an external lighting scheme to be submitted.

5.8 **Fire Service:** Comments. Development required to meet Building Regulations, which includes access and facilities for fire service appliances and fire fighters, and other legislation.

5.9 **Highways Authority:** No objection subject to conditions. Access arrangements were previously agreed in principle and required visibility is achievable. Following re-consultation on the amended plans the following comments are made:

- Re-calculation of parking spaces (based on more accurate building sizes) has confirmed a requirement of 40 spaces.
- 2 spaces per cabin is an appropriate level of parking for that particular use.
- 29 spaces provided but there is still an undersupply of 11 spaces. However, the access road can accommodate 11 parked cars and therefore satisfied that the required level of parking can be provided on site, which addresses the concerns of overspill parking onto Blacknest Road.
- Proposed parking layout is of an acceptable design.
- Note Hampshire Fire and Rescue have responded and not raised an objection.

5.10 **Landscape Officer:** No objection subject to conditions.

- Location of the cabins immediately south of the farm building & proposed café/shop is preferable to the previous layout.
- Revised layout will ensure that there are greater opportunities for structure planting and boundary treatments to unify the site as a farm cluster, rather than the series of isolated elements previously proposed.
- Entrance and access drive would be a new feature which has the potential to introduce urbanising elements into the location if not carefully designed and detailed. Proposals only show an alignment of the access, no details of the materials proposed and other matters such as signage, kerbs, fencing etc. More detail required through a condition.
- Planting along the access generally been shown as an avenue which was inappropriately formal for the farmstead setting.
- There is an opportunity to increase the density of planting along the south/eastern side of the driveway in the area of field left over. Additional planting in this area would enhance the setting of the driveway and reduce the impact of the adjacent industrial site in both views within and outside the site. Further tree planting in this section of the field is recommended to visually tie in with the existing trees which surround the pond. This could be included in a condition.
- Additional planting shown in along the southern and south-western boundary is supported and its details should be required in a condition. Do not feel that the depth/width of planting shown is representative and a more substantial and robust planting scheme should be submitted by condition. There do not appear any limitations to this.
- Planting on the north west of the site and north of cabins 1 & 3 appears to be arbitrary and would need to be covered by a condition requiring appropriate level of detail and technical specification.
- Car park is proposed to be screened by close boarded fence. Suggest that a hedge line should also be included on the south facing side of the fencing with a post and 2 rail cleft chestnut fence on the outside to give an appropriate rural character at the entrance to the scheme.
- Proposed cabins and café building do not appear to have any curtilage treatments which seems to be an oversight and these should be covered by condition.

5.11 **Natural England:** Previous response (no comment) applies to this amendment. Should the proposals be further amended in a way which significantly affects its impact on the natural environment then assess whether the changes proposed will materially affect any previous advice.

6. Representations

6.1 The responses received prior to the 13th October 2016 meeting are included in the report and update sheet in appendix 2. Since the committee meeting, additional plans and information have been received which have been re-consulted upon. 11 new objections have been received along with additional responses received from third parties who have previously commented on the application. The objections re-iterate many previous concerns and are summarised below:

- Unsustainable location.
- Signing a S106 to allow the development to go ahead not appropriate.
- No case as a diversification scheme as it's not a working farm. Renting out a field for grazing is not farming and the tenant farmer could leave.
- No viable business plan, comprehensive farm plan, and no proven need.
- No cost/benefit analysis of the impacts on the National park and local community.
- Not a sustainable tourist venture. Tourist season very short and development will be empty for majority of the year.
- Another shop, café and cycle hire not required in the area as services already provided.

- All supplies will need to be brought by road as no produce grown on site.
- Large development which will have a huge impact on the local community, visitors, and the environment.
- Impact upon the amenity of local residents. Eg. From activities of future visitors such as BBQs.
- Concern about impacts of year round trading hours of café and year round use of the lodges.
- Development out of proportion with the local environment.
- Little evidence of this part of the National Park is a tourist hotspot.
- Impact of light pollution.
- If permitted, should be subject to restrictions only allowing short term lets without renewal to avoid any risk that the properties become domestic homes.
- Footpath diversion needs to be dealt with before accepting the application for re-consideration.
- Contradictions with assessment of previous planning application, eg. – location of the development.
- Proposals offer scope to expand in the future.
- Contrary to SDNPA Local Plan policies SD19, SD29.
- Urbanisation of the rural landscape.
- Cabins unsightly and out of character and their viability questioned given next to industrial estate.
- Attempt to achieve housing on the site.
- No benefit to the local community.
- Impact on public footpath, which is regularly used.

Parking and access

- Amount of parking required is indicative of the scale of development.
- Inadequate parking, still short of 11 spaces and relies on parking along the access.
- Car park will be an eyesore and its impact will be compounded by insufficient parking and parking along the access.
- Concerns about highway safety regarding parking and the access and increased traffic (combined with new development in Bordon) and use of Blacknest Road by walkers and cyclists.
- Fire standards of the access road and track are not met in this application.
- Question whether the access would be needed for large farm vehicles.

Application process

- Application should not have been validated. Documentation does not conform with national and local standards.
- Requests for more accurate information and views of local residents on the quality of the information have been ignored.
- Material provided insufficient to allow a thorough understanding of the development or make a valued judgement on its impacts.
- Consultees have not been able to give full response due to lack of information and inaccuracies.
- Number of conditions elude to lack of detail in the application.
- Concerns about the management of the application, impartiality, and integrity of the officer.
- Not an open and transparent process.

- Proposals on this site been dragging on for years and have involved changes and updates late in the process.
- Major application within minimal level of information provided to the planners, to the disadvantage of local community.
- Concern over unprecedented number of conditions which are not enforceable, which any reasonable authority would be too aware.
- Planning officer not impartial and bias towards the applicant.
- Local residents have not been privy to changes such as opening times as detailed in the report.
- Local residents denied their democratic right of voicing their objections on numerous conditions and availability of information.
- Application being approved to appease the applicant.
- Application hasn't been open and transparent.
- SDNPA has consistent disregard of planning policy and use of various planning policy not of their own creates confusion and misunderstanding.
- More information so as to understand the final development.
- Missing information on issues of foul drainage/sewerage capacity, lighting, noise and air pollution, landscaping, full environmental assessment required.

6.2 An objection has been received from the County Councillor for the area who raises the following points:

- Comments of local residents on original proposals are still relevant.
- Main objection is the concern raised by the County Highways Authority.
- Blacknest Road is extremely hazardous and will be subject to additional traffic from new development in Bordon.
- Efforts have been made to introduce a 40mph speed limit and enforce a HGV ban.
- Efforts will be wasted if inadequate parking facilities at the site to make the venture a success means that customers will have to park on Blacknest Road.
- This is an emphatic problem and HCC officers would be failing in their and my duty if this is not pointed out.

7. Planning Policy Context

7.1 All as stated in **Appendix 2** (page 16).

8. Planning Policy

8.1 All as stated in **Appendix 2** (pages 16-17).

9. Planning Assessment

9.1 Considerations which do not relate to the reasons for deferral are outlined in **Appendix 2** (pages 17-22) and must be considered along with the following assessment. The focus of this report are the matters of concern raised by the Planning Committee at the 13 October 2016 meeting. These are addressed below, as detailed in the introduction.

An increase in parking provision

9.2 The additional parking, described in paragraph 4.2, almost doubles the number of spaces, to 29. The Highway Authority consider this is still deficient by 11 spaces. However they have outlined that given the access could satisfactorily accommodate overspill parking of up to 11 spaces, no objection is now raised subject to conditions.

9.3 The proposed amount of parking is considered to be a more favourable amount compared to the previous proposals. Previously, a balanced view was taken on 15 spaces being provided on site (see paragraph 8.21, **Appendix 2**).

9.4 The 29 spaces would be the same amount of parking as proposed in the previously refused scheme (see **Appendix 2**, page 10, paragraphs 2.1 and 2.2) but in that application a separate

area of additional parking between the access and the new barn was proposed. Concerns about landscape impact of this separate parking area were raised during the determination of that application.

9.5 In regard to the parking area now proposed, it would have less of an impact compared to 2 separate car parks in the previous application given it would be in a well contained location between buildings and boundary trees, the use appropriate surfacing materials including grass-crete for the additional spaces, and proposed landscaping. On balance, its scale and appearance would therefore have an acceptable landscape impact. Furthermore, in the report in **Appendix 2** a smaller car park here was considered beneficial as it would have involved less cutting into the bank alongside the south east boundary. Following the advice of the Arboricultural Officer on the latest plan this could be appropriate.

9.6 Concerns were previously raised about emergency access for fire tenders. The Fire Service have responded with their standing advice and have not made specific comments on the proposals. Their advice refers to specific guidance in relation to Building Regulation standards. In the event that planning permission is granted, the scheme would need to comply with Building Regulations in regard to fire safety, including access arrangements. Furthermore, the existing access into the site would be retained which would provide a second access into the site in an emergency.

The impact of the proposal on trees and mitigation by landscape treatments

9.7 The Arboricultural Officer responded to the previous scheme shortly after the committee meeting and raised no objection.

9.8 Member’s concerns about the impact on existing trees focussed on those adjacent to the access and pond. These trees are still proposed to be retained in the revised plan and no works are envisaged to the poplar trees which border the adjacent business park, which are also on a slightly lower ground level.

9.9 The Arboricultural Officer was re-consulted on the revised site plan which includes the additional parking. Again, they raise no objection subject to conditions. In addition to those conditions, there is a further condition requiring site level information to be provided and officers would be looking for this information for the new access road as well as the parking area to ensure appropriate levels are achieved to avoid extensive excavation and engineering works.

9.10 The Arboricultural Officer has also commented on the retention of oak and popular trees adjacent to the existing yard area. These trees are proposed to be retained, however, reservations have been given about the longevity of the oak tree. A replacement tree could be secured in the landscape scheme which would be secured via a condition.

9.11 In light of these considerations, no concerns about the impact on trees are raised.

Hard and soft landscaping

9.12 A revised landscaping scheme has been provided on the latest Site Layout Plan. The following changes have been made:

Removed from the previous scheme	Additions
Two rows of ornamental trees either side of the access.	Additional tree planting at the access junction.
Removal of indicative shrub planting amongst the cabins so as it shows this area would be left to grass.	Two new trees along the southern side of the access.
	New shrub planting along the bank at the south east boundary of the site, from the proposed car parking and past 2 of the cabins to the south west corner of the site.
	Additional planting in the south west corner of the site.

- 9.13 The landscaping scheme does not particularly identify detailed species and means of planting (eg. planting densities) apart from confirming that the proposed hedgerow around the perimeter of the cabins would be a native mix of hawthorne, blackthorne and hazel and that new trees would be consistent with local character.
- 9.14 Regarding hard landscape works, these would predominantly have an aggregate surface which would give a 'softer' appearance than tarmac. The entrance would however have to have a concrete/tarmac surface to accord with the requirements of the Highways Authority. It would also have a cattle grid as it is anticipated that sheep would still be grazed in the field which the access passes through.
- 9.15 The car parking area would also have a loose aggregate surface. The southern row of car parking would be created with some excavation of the bank and the laying of grass-crete. The existing concrete surface on the yard in front of the existing barn would remain. The existing track through the area of the cabins would also be retained as it provides access into the adjacent fields.
- 9.16 The Landscape Officer has raised numerous points about the hard and soft landscape treatments and how they could be improved through further details being provided through a condition. The submitted amendments show improvements to the previous scheme and give an indication that this process can continue through the discharging of a condition in order to achieve an appropriate setting for the proposals. On this basis, a condition requiring further landscaping details is still recommended to develop the landscaping scheme further.
- A more detailed farm management plan
- 9.17 A revised management plan has been submitted and is focussed on the maintenance and improvement of the land for the longer term on the holding and how the proposed development would support this. In addition to the work already undertaken on the farm by the applicant (see appendix 2, page 18, paragraph 8.9), it is outlined that income from the proposals would secure the following (see also **Appendix 2**, page 18, paragraph 8.11):
- New hedgerow planning and maintenance
 - New/replacement tree planting
 - Enhancement and management of the re-wilded area of the Hangars (and assessing potential for extending it)
 - Maintenance of drainage ditches
 - Investment in farm machinery to carry out maintenance and enhancements.
 - Develop long term plans for preparedness for different tenant farmers
 - General upkeep of the holding
 - Improvements to the existing barn to create lambing sheds.
 - Maintenance of footpaths
- 9.18 In regard to the tourist accommodation, this would be operated in close association with the farm practises, as it is envisaged that this would be part of the appeal for visitors, and all year round. It has also been outlined that the area around the cabins would be managed through the condition relating to the landscaping scheme. The car park would be used for guests however the management plan outlines that a collection service would be offered from Bentley Train Station and there would be incentives for guests who travel without their cars. A welcome pack would be provided outlining local amenities, attractions and walks as well as site rules for guests to adhere to, such as noise, managing dogs, use of any BBQs, when to arrive/vacate the cabins. In regard to the café and shop, this income would financially support the farm and be an outlet for lamb. Other produce sold would be controlled via a condition.
- 9.19 The details for the 3 acre area proposed to be re-wilded are not finalised as this requires further consideration. It is anticipated that the SDNPA Countryside, Policy and Management team could offer conservation advice to help with this along with the county ecologist

whose comments are in section 5 above. The condition relating to the management plan is still recommended but has been re-worded so as further information on this specific aspect of land management can be addressed in more detail to consider what the most appropriate form of management of this area would be for the long term.

An aspiration to reconsider the access road and landscaping along the route

- 9.20 The proposed access is unchanged. The junction with Blacknest Road is in the most appropriate location in regard to visibility splays and highway safety. If the access were relocated further west closer to the farmhouse it would be nearer its residential access and neighbouring properties as well.
- 9.21 If the access was relocated elsewhere along the field boundary it would also be required to then navigate around the pond, which would affect its setting. The proposed route also offers the most direct route to the car park and farm buildings which would minimise the amount of hardstanding and avoid significant bends which may prove troublesome for farm and emergency vehicles.
- 9.22 The proposed access would also be to one side of the field which would still allow for a larger area of undisturbed field to be grazed. It would also be on a lower part of the site and seen against a backdrop of the vegetation along the boundary of the business park, both of which would make it relatively less visually obtrusive.
- 9.23 In regard to its width, this is influenced by its intended use by large farm vehicles for access into the farm yard. It could accommodate any overspill parking and still allow larger vehicles of refuse lorries and fire tenders to pass and the Highways Authority raises no objection to this occurring, as above. In regard to the landscape impact of any overspill parking, views of cars parked along the access would be subject to fluctuations in visitor numbers and, as detailed in the previous report (paragraph 8.21, appendix 2), there is an expectation that some people would visit without their cars. In contrast, the separate smaller car park proposed in the earlier application would have been a permanent addition within the field.
- 9.24 A total of 11 cars parked on the access would extend up approximately halfway along the access, taking into consideration the entrance into the farm yard. It would not be possible to control this other than to create an additional 11 spaces on site and the proposed size of the car park is a balanced view in taking all aspects of the scheme and consultee advice into consideration.

Other considerations

- 9.25 A S106 Agreement which ties the proposed uses to the farm has been completed. The SDNPA is satisfied that its wording would ensure that the proposed uses form part of a diversification scheme which supports sheep farming.
- 9.26 The conditions amended in the previous update sheet have been amended in paragraph 11.1 below and additional conditions relating to trees and highways have also been included.
- 9.27 Many concerns have been raised about the application process and the quality of the application and the level of information provided. Some amended details have been sought such as an amended application form and a revised site location plan. In regard to the validation requirements, it is considered to be a valid application.
- 9.28 In regard to process, the application has been correctly publicised and consulted upon. It is considered that the information provided is sufficient to make an informed decision and where further information is required conditions have been recommended. The assessment of the application and the decisions to use conditions is based on a proportionate approach to the scale and nature of the application as well as taking into consideration the advice of consultees.
- 9.29 There is a notable amount of conditions recommended however the NPPF advises that local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations and that planning conditions should be imposed only where they are necessary, relevant to planning and the development, enforceable, precise and reasonable.

10. Conclusion

- 10.1 The additional information submitted by the applicant has sought to address member's concerns about the proposed development. Officers believe the increased level of parking is an improvement upon the previous proposals. The access has however remained unaltered for the reasons outlined above. The landscaping scheme has developed further but more detailed work is required and this can be suitably conditioned. The Arboricultural Officer raises no objection.
- 10.2 An updated farm management plan has also been submitted which still requires further work in regard to the area of the Hanger which is proposed to be 're-wilded.'
- 10.3 A S106 Agreement is now completed. It requires the proposed development to not be severed from Broadview Farm.
- 10.4 This report is considered as an addendum to the report in Appendix 2 and they should be read together in terms of a comprehensive assessment of the proposals.
- 10.5 The conditions below are an amalgamation of the previous report, the update sheet, and subsequent responses on the latest plans.

11. Reason for Recommendation and Conditions

- 11.1 The grant of planning permission be granted subject to the following conditions:
1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with the provisions of Section 91(1) of the Town and Country Planning Act 1990 (as amended).
 2. The development hereby permitted shall be carried out strictly in accordance with the approved plans unless otherwise agreed in writing by the Local Planning Authority.

Reason: For the avoidance of doubt and in the interests of proper planning.
 3. No development above slab level shall commence until a schedule of materials and finishes has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out strictly in accordance with the approved details.

Reason: In the interests of amenity and in accordance with saved policies CP19, CP20, CP29 of the East Hampshire District Joint Core Strategy 2014, the NPPF and National Park Purposes.
 4. No development above slab level shall commence until a further detailed scheme of soft and hard landscape works has been submitted to and approved in writing by the Local Planning Authority. These details shall include:
 - i) written specifications (including cultivation and other operations associated with plant and grass establishment,
 - ii) planting methods, tree pits & guying methods,
 - iii) schedules of plants, noting species, planting sizes and proposed numbers/densities where appropriate,
 - iv) retained areas of grassland cover, scrub, hedgerow, trees and woodland,
 - v) manner and treatment of ditches and banks,
 - vi) a landscape management plan which includes a schedule of landscape maintenance for a minimum period of 5 years include details of the arrangements for its implementation,
 - vii) details of all hard-surfaces, such as paths, access ways, seating areas and parking spaces, including their appearance, depth and permeability,
 - viii) a timetable for implementation of the soft and hard landscaping works

The scheme of soft and hard landscaping works shall be implemented in accordance with the approved timetable. Any plant which dies, becomes diseased or is removed within the first

five years of planting, shall be replaced with another of similar type and size, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To achieve an appropriate landscaping scheme to integrate the development into the landscape and mitigate any impact upon the amenities of neighbouring properties, in accordance with policies CP19, CP20 and CP29 of the East Hampshire District Local Plan Joint Core Strategy 2014 and the NPPF.

5. Before any equipment, materials or machinery are brought onto the site for the purposes of development, an Arboricultural Method Statement and Tree Protection Plan shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall thereafter be strictly accorded with until the development is completed.

Reason: In order to protect trees which contribute the character of the area, in accordance with Policy CP20 of the East Hampshire District Local Joint Core Strategy 2014, National Park Purposes and the NPPF.

6. No development shall commence on site until details of a scheme for foul and surface water drainage has been submitted to and approved in writing by the Local Planning Authority. Such details should include provision for all surface water drainage from parking areas and areas of hardstanding. The development shall be carried out in accordance with the approved details before any part of the development is occupied and shall be retained thereafter.

Reason: To ensure adequate provision for drainage, in accordance with policies CP19, CP20 and CP29 of the East Hampshire District Local Plan Joint Core Strategy 2014 and NPPF.

7. No development above slab level shall take place until details of external lighting to be installed at the site shall be submitted to and approved in writing by the Local Planning Authority. The lighting shall be installed, maintained and operated in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority.

Reason: To protect the amenity of future residents, create an appropriate public realm, and conserve dark night skies, in accordance with policies CP19, CP20 and CP29 of the East Hampshire District Local Plan Joint Core Strategy 2014, NPPF and National Park Purposes.

8. No development shall commence until details of site levels and longitudinal and latitudinal sections through the site of the shall be submitted for approval in writing by the Local Planning Authority to show how the buildings, access and car park area shall be set into the topography of the land. The development shall thereafter proceed in accordance with the approved details.

Reason: To ensure a satisfactory development which responds to the characteristics of the site, in accordance with Policy CP29 of the East Hampshire District Local Plan Joint Core Strategy 2014, National Park Purposes and the NPPF.

9. The tourist cabins hereby approved shall not be used at any time for any other purpose whatsoever other than as holiday accommodation. They shall not be used for any other purposes in Class C3 (dwellinghouses) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (As Amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification.

Reason: This development in the countryside, outside of any identified settlement, is only acceptable as holiday accommodation for use by short term visitors to the area in accordance with saved policies TMI of the East Hampshire District Local Plan 2006, policies CP9 and CP19, CP20 of the East Hampshire District Joint Core Strategy 2014. It also accords with the second purpose of the National Park: the promotion of opportunities for understanding and enjoyment of the special qualities of the Park by the public. Other forms of residential development would be contrary to these policies and purposes and would constitute an unsustainable form of development.

10. The holiday accommodation hereby approved shall not be occupied by any person, group or their dependants, for a period of more than 28 days in any twelve month period. A register of the occupancy of the cabins shall be maintained and kept up-to-date by the operator of

the units, that shall be made available to the Local Planning Authority upon request (within 14 days of a written request being made). It shall record the names and addresses of all visitors and their arrival and departures dates.

Reason: To ensure that practical and permanent management measures are in place to control the short term visitor accommodation for use by short term visitors to the area in accordance with saved policies TMI of the East Hampshire District Local Plan 2006, policies CP9 and CP19, CP20 of the East Hampshire District Joint Core Strategy 2014.

11. No development shall commence on site until the access, including the verge crossing shall be constructed and lines of sight of 2.4m by 120m provided in accordance with the approved plan 136a/05/03D. The lines of sight splays shown on the approved plans shall be kept free of any obstruction exceeding 1m in height above the adjacent carriageway and shall be subsequently maintained so thereafter.

Reason: To ensure highway safety, in accordance with policy CP31 of the East Hampshire District Local Plan Joint Core Strategy 2014 and NPPF.

12. Any gates provided shall be set back a distance of 6m from the edge of the carriageway of the adjoining highway.

Reason: To ensure highway safety, in accordance with policy CP31 of the East Hampshire District Local Plan Joint Core Strategy 2014 and NPPF.

13. Before the development is brought into use provision for parking, turning, loading and unloading of vehicles shall have been made within the site in accordance with site plans 136a/05/01E, 136a/05/02D and shall be retained and managed appropriately thereafter.

Reason: To ensure on-site car parking provision and highway safety, in accordance with policy CP31 of the East Hampshire District Local Plan Joint Core Strategy 2014 and NPPF.

14. No development shall commence on site until details of a scheme to prevent surface water from the site discharging on to the adjacent highway have been submitted to and approved in writing by the Local Planning Authority. The proposed hard surface/s shall either be made of porous materials or provision shall be made to direct run-off water from the hard surface/s to a permeable or porous surface within the site. The development works shall be carried out in accordance with the approved details before any part of the development is occupied and shall be retained thereafter.

Reason: To ensure adequate provision for surface water drainage and avoid discharge of water onto the public highway, in accordance with policy CP31 of the East Hampshire District Local Plan Joint Core Strategy 2014 and NPPF.

15. The development shall be undertaken in accordance with the submitted farm management plan but it shall not be occupied until further details on the management of the re-wilded area of the Hangars (as identified in Appendix 2 of the management plan) have been submitted to and approved in writing by the Local Planning Authority. It shall thereafter be implemented and accorded with unless otherwise agreed in writing by the Local Planning Authority.

Reason: To achieve the conservation and enhancement of the National Park landscape, in accordance with Policy CP20 of the East Hampshire District Local Joint Core Strategy 2014, National Park Purposes and the NPPF.

16. Prior to the development being brought into use, a Travel Plan which details measures to encourage visitors to access the site by means other than the private car shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall thereafter be implemented and accorded with.

Reason: To enable visitors to visit the site via sustainable modes of transport to reduce the reliance on the private car, in accordance with policy CP31 of the East Hampshire District Local Plan Joint Core Strategy 2014 and NPPF.

17. The farm shop shall only be stocked with: a maximum of 40% of goods are own produce plus local foods (within 5 mile radius), a maximum of 40% of goods which are regional and a

maximum of 20% of goods from elsewhere. For the avoidance of doubt, the farm shop is not an un-restricted A1 use class in the Use Classes Order 1987 (as amended).

Reason: To ensure the farm shop does not result in an un-restricted retail use which is not related to the farm enterprise and local economy, in accordance with Policy CP6 of the East Hampshire District Local Plan Joint Core Strategy 2014 and NPPF.

18. No development shall be commenced until the diversion of the public right of way, Binsted Footpath 55, is completed, to the satisfaction of the Highway Authority.

Reason: To ensure that the re-routed footpath is appropriately designated and to ensure highway safety, in accordance with policy CP31 of the East Hampshire District Local Plan Joint Core Strategy 2014 and NPPF.

19. No air handling equipment shall be used at the barn and no cowl or vent shall be fitted to the building unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the amenities of the area are not detrimentally affected by noise or odour, in accordance with policy CP29 of the East Hampshire District Local Plan Joint Core Strategy 2014 and NPPF.

20. The farm shop and café shall only operate between the hours of 08:00 to 21:00 on any calendar day.

Reason: To control the development in the interests of amenity, in accordance with policy CP19 and CP20 of the East Hampshire District Core Strategy 2014, National Park Purposes and the NPPF.

21. All development shall be stopped immediately in the event that contamination not previously identified is found to be present on the development site and details of the contamination shall be reported immediately in writing to the Planning Authority. Development shall not re-start on site until the following details have been submitted to and approved in writing by the Planning Authority:-

(a) a scheme outlining a site investigation and risk assessments designed to assess the nature and extent of any contamination on the site.

(b) a written report of the findings which includes, a description of the extent, scale and nature of contamination, an assessment of all potential risks to known receptors, an update of the conceptual site model (devised in the desktop study), identification of all pollutant linkages and unless otherwise agreed in writing by the Planning Authority and identified as unnecessary in the written report, an appraisal of remediation options and proposal of the preferred option(s) identified as appropriate for the type of contamination found on site.

and (unless otherwise first agreed in writing by the Planning Authority)

(c) a detailed remediation scheme designed to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment. The scheme should include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works, site management procedures and a verification plan outlining details of the data to be collected in order to demonstrate the completion of the remediation works and any arrangements for the continued monitoring of identified pollutant linkages;

and before any part of the development is occupied or used (unless otherwise first agreed in writing by the Planning Authority) a verification report demonstrating the effectiveness of the remediation works carried out and a completion certificate confirming that the approved remediation scheme has been implemented in full shall both have been submitted to and approved in writing by the Planning Authority.

Reason: In the interests of the safety and amenity of the future occupants, in accordance with the NPPF.

12. Crime and Disorder Implication

12.1 It is considered that the proposal does not raise any crime and disorder implications.

13. Human Rights Implications

13.1 This planning application has been considered in light of statute and case law and any interference with an individual's human rights is considered to be proportionate to the aims sought to be realised.

14. Equality Act 2010

14.1 Due regard has been taken of the South Downs National Park Authority's equality duty as contained within the Equality Act 2010.

15. Proactive Working

15.1 In reaching this decision the Local Planning Authority has worked with the applicant in a positive and proactive way, in line with the NPPF. This has included the provision of pre-application advice from a SDNPA Development Management Officer and meetings to discuss the proposals.

TIM SLANEY

Director of Planning

South Downs National Park Authority

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Appendices

1. Site Location Map
2. Previously refused proposals.

SDNPA Consultees Legal Services, Development Manager.

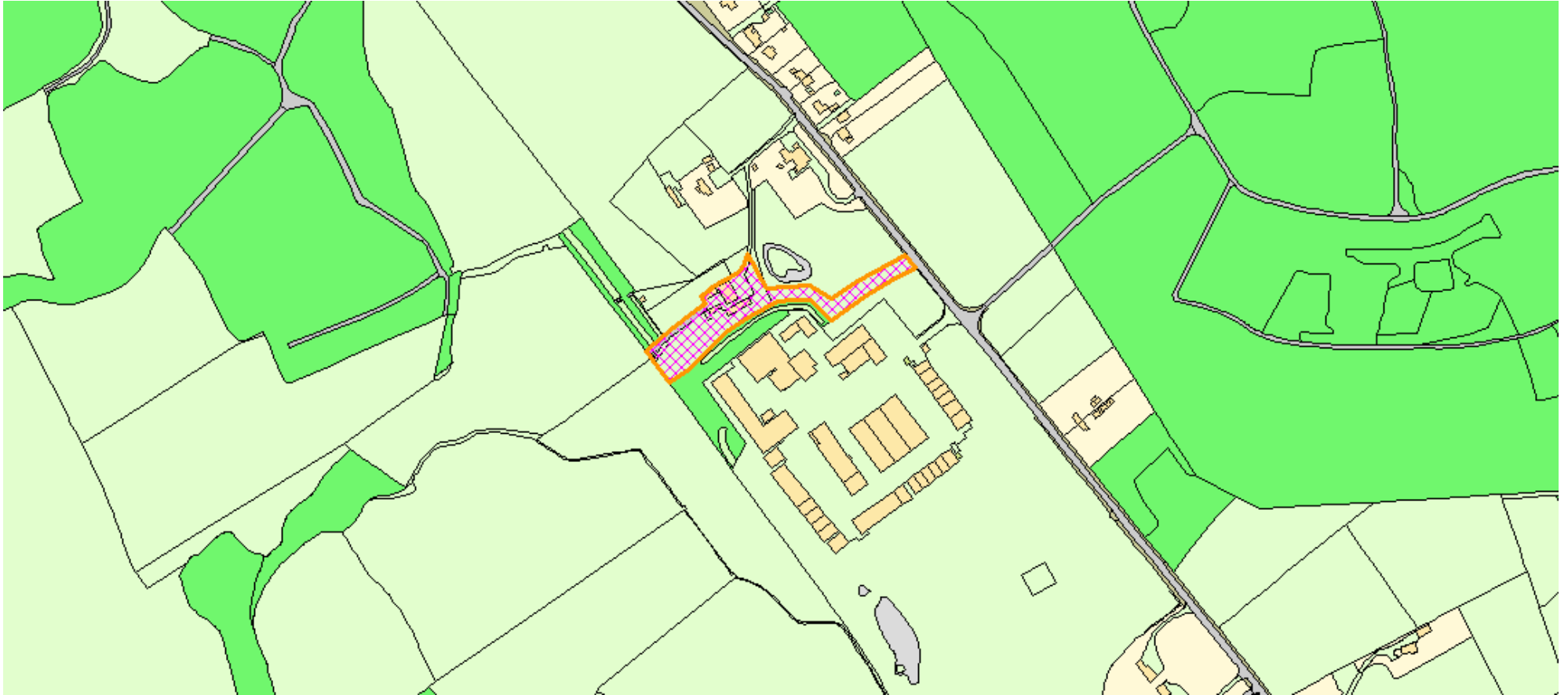
Background Documents [All planning application plans, supporting documents, consultation and third party responses](#)

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

[South Downs National Park Partnership Management Plan 2013](#)

[South Downs Integrated Landscape Character Assessment 2005 and 2011](#)

Agenda Item 7 Report PC06/17 Appendix I Site Location Map



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**Agenda Item 7
Report PC46/16**

Report to	Planning Committee
Date	13 October 2016
By	Director of Planning
Local Authority	East Hampshire District Council
Application Number	SDNP/16/03835/FUL
Applicant	Mr J Cullen
Application	New barn to be used as café, farm shop and cycle storage, four timber cabins for tourist accommodation and new access and parking area.
Address	Broadview Farm, Blacknest Road, Binsted, Alton, GU34 4PX.

Recommendation:

- 1. That planning permission be granted subject to:**
 - a) The completion of a legal agreement to secure the following, which is delegated to the Director of Planning:**
 - **To secure the farm shop and café and tourism accommodation to the farm business.**
 - b) The conditions set out in Paragraph 10.1 of this report.**
 - 2. That authority be delegated to the Director of Planning to refuse the application with appropriate reasons if the legal agreement is not completed within 6 months of the 13 October 2016 Planning Committee meeting.**
-

Executive Summary

Broadview Farm is a 50 hectare sheep farm in the most northern extent of the National Park, close to Alice Holt forest. The application proposes new development which forms a farm diversification scheme to support the sheep farming, which is undertaken by a tenant farmer with assistance from the applicant, Mr Cullen.

The application proposes (1) a new barn which would be used as a café, farm shop, and cycle store; (2) 4 new timber cabins for new tourist accommodation on site; (3) a new access from Blacknest Road and a new car parking area for 15 vehicles.

This application has been submitted in response to two applications which were refused by the SDNPA in January 2016 (see paragraphs 2.1 and 2.2 below). The reasons for refusal related to (1) a lack of information to demonstrate how the scheme would help to maintain the viability of a farm business engaged in sustainable land management and how the scheme would relate to the farm business; (2) landscape impact of the car parking area; (3) landscape impact of the tourist accommodation; and (4) lack of a contribution towards transport infrastructure. The focus of the assessment has been whether the reasons for refusal have been sufficiently overcome.

Development Plan policies and the NPPF support the principle of new economic development in rural areas. Policy CP6 of the Joint Core Strategy 2014 in particular supports farm diversification schemes in the countryside, which includes farm shops and tourist accommodation, subject to it supporting the viability of a farm business which is also engaged in sustainable land management. Consideration has also been given to National Park Purposes and development plan policies relating to the conservation and enhancement of the landscape.

Consideration has been given the additional information provided about the farm enterprise -how it operates, how the new development relates to it and how the farm is managed. On balance, this information sufficiently addresses previous concerns albeit a condition is recommended to secure a more detailed farm wide management plan.

The revised parking arrangements and scale, siting and design of the cabins has addressed previous reasons for refusal.

The application is placed before the Committee due to the significant number of representations received.

2. Site Description

- 15.2 Broadview Farm is a 50 hectare sheep farm. It is located on the western side of Blacknest Road approximately 2km north east of Binsted, within the most northern part of the National Park. The Farm is within a valley where there are open fields which slope up away from the application site to the west towards a wooded hangar. These fields are grazed by sheep. This immediate landscape can be characterised as being pastoral with areas of woodland, established mature hedgerows and tree belts which border fields and mature field trees. Alice Holt Forest is also to the north east. Blacknest Business Park is immediately to the south east of the site. The closest buildings are Broadview Farmhouse (occupied by the applicant) and Broadview Cottage. There is a row of dwellings on the opposite (north east) side of Blacknest Road.
- 15.3 The application site includes part of a field adjacent to Blacknest Road and a collection of farm buildings and a grassed area further to the south west approximately 150m from the road. Access into the site is currently via a track from Blacknest Road which runs past the farmhouse of Broadview Farm and Broadview Cottage.
- 15.4 The south eastern site boundary is defined by a hedgerow field boundary and a bank with a line of Poplar trees which separate the site and the business park. The south west boundary is defined by fencing. Part of the north west boundary abuts the Broadview Farm Dismantled Railway Site of Importance for Nature Conservation (SINC) and then runs through a small field and around the northern edge of the farm buildings. There are various mature trees around the site, including along the line of the dismantled railway and behind the business park. There is also a pond adjacent to the application site.

16. Relevant Planning History

- 16.1 SDNP/14/05926/FUL: Replacement barn to be used as cafe, farm shop and cycle hire and new access (amended plans and description). Refused 26.01.2016 for the following 2 reasons:
1. It has not been demonstrated that the proposal, on the basis of the submitted information, would help maintain the viability of a farm business engaged in sustainable land management. The proposal could not be considered as a form of agricultural diversification, in the absence of a whole farm plan clearly setting out the relationship between the existing enterprise and the proposals and how the current and future maintenance of the land could be secured. The proposals are therefore considered to be contrary therefore to Saved Policy C13 of the East Hampshire District Local Plan Second Review (2006) and Policies CP6, CP9 and CP19 of the East Hampshire District Local Plan: Joint Core Strategy (2014) and the National Planning Policy Framework.
 2. The proposal by virtue of the required parking provision would introduce a significant parking area resulting in a more formal and urban character in this sensitive rural location at odds with the existing rural landscape character of the site and surrounding area. The proposals are therefore considered to be contrary to Saved Policy C13 of the East Hampshire District Local Plan Second Review (2006) and Policies CP6, CP9 and CP19 and CP20 of the East Hampshire District Local Plan: Joint Core Strategy (2014) and the National Planning Policy Framework.
- 16.2 SDNP/14/02026/FUL: Erection of 5 semi-detached log cabins (10 units), and siting of

Shepherd Huts as part of farm diversification and associated parking area, with new vehicular access onto Blacknest Road. (Amended Plans and Description). Refused 26.01.2016 for the following 3 reasons:

1. It has not been demonstrated that the proposal, on the basis of the submitted information, would help maintain the viability of a farm business engaged in sustainable land management. The proposal could not be considered as a form of agricultural diversification, in the absence of a whole farm plan clearly setting out the relationship between the existing enterprise and the proposals and how the current and future maintenance of the land could be secured. . The proposals are therefore considered to be contrary therefore to Saved Policy C13 of the East Hampshire District Local Plan Second Review (2006) and Policies CP6, CP9 and CP19 of the East Hampshire District Local Plan: Joint Core Strategy (2014) and the National Planning Policy Framework.
2. The proposal by virtue of the introduction of lodge buildings, shepherd huts, services, access, associated domestic paraphernalia and general activity within existing open fields (and not being sited within the existing group of agricultural buildings), would intrude into and have a detrimental impact on the existing pastoral landscape. The proposals are therefore considered to be contrary to Saved Policies C13, TMI, TM3 of the East Hampshire District Local Plan Second Review (2006) and Policies CP6, CP9 and CP19 and CP20 of the East Hampshire District Local Plan: Joint Core Strategy (2014) and the National Planning Policy Framework.
3. No provision has been made to secure financial contributions towards Transport infrastructure within the locality. The proposals would therefore be contrary to Policy CP31 of the East Hampshire District Local Plan: Joint Core Strategy 2014, EHDC Guide to developers' contributions and other planning requirements 2011, HCC Transport contributions policy 2007 and the NPPF.

16.3 12/01951/APNW – Agricultural Prior Notification application for re-levelling part of site to allow grazing for pregnant sheep. Further details not required, 4th October 2012.

17. Proposal

17.1 The application proposes new development to diversify the income of the farm business to support the sheep farm. The application proposes the following:

- A new access from Blacknest Road which would lead into a new parking area with a capacity for 15 vehicles (including no.2 disabled spaces);
- Erection of a barn to be used as a café, farm shop and cycle store;
- Erection of 4 no.3 bed timber cabins for tourist accommodation;
- Two existing barns within the site would be retained.

17.2 The application is accompanied by a management plan, a supporting statement about the farm enterprise and the need to diversify, and supporting letter from the current tenant farmer.

17.3 There is also a separate application to divert a public footpath which runs south-west to north-east through the site from the large field to the west. It is proposed to re-route the path around the northern boundary of the application site.

The proposed access and parking arrangements

17.4 A new junction onto Blacknest Road is proposed. This would be at the eastern corner of a field between Broadview Farmhouse and the business park. It would involve creating a gap in the existing hedgerow which lines the road. The proposed access would then run alongside the south eastern boundary of the field to the farm buildings. The route would avoid a large mature tree and run past the southern side of the pond.

17.5 The access drive would be 5m wide and extend 145m from the road to a proposed car parking area. The car parking area would be 10m x 40m and have 15 spaces, including 2 disabled spaces. Both the access and parking area would be surfaced with scaplings. They would be permeable surfaces. Part of the junction with Blacknest Road would be surfaced with concrete.

- 17.6 The existing access to the site which runs past Broadview Farmhouse would be retained, however, the proposed access would also be used for farm traffic. Two existing barns would be retained and still be used for agricultural purposes, along with a turning area in front of them. This turning area would also be used by larger vehicles for access to the café and lodges (eg. refuse vehicles), but they would rely on an open space within the retained barn to turn.

The barn ~ café, farm shop and cycle store

- 17.7 The proposed barn would be sited on the north eastern part of the site, on the footprint of a barn which has been demolished. It would front onto the proposed car park. It would be 'L' shaped, made out of timber, be single storey with a pitched roof clad with fibre cement tiles, and have a floor area of 627sqm. It would have timber framed windows on all sides. The café and kitchen area would occupy approximately two thirds of the barn's floor space. The farm shop and cycle store would occupy the remaining space. The cycle store would be used by people staying on site and people who visit the site by bike.

The timber cabins

- 17.8 The cabins would be sited behind the proposed barn. Two cabins would be south west of the barn and the other two cabins would be to the west. All 4 would be sited on grassed areas either side of the field access track. The cabins would either be in north-south or east-west orientations.
- 17.9 They would be used as self-catered accommodation. They would have no.3 bedrooms, a kitchen, living/dining area and a covered decked area. They would be single storey with a pitched roof and be 12.8m x 6.1m, excluding the decked areas which would be 2.8m x 6.1m. They would be made out of timber with a simple cabin design.

Landscaping and ecology

- 17.10 New landscaping is proposed at the proposed site entrance, along the access, and around the areas of the cabins. In particular, new hedgerow is proposed along the north western boundary site boundary.
- 17.11 A 3 acre area of the Hangars west of the site is proposed to be improved with the 'wilding' of this area with new native planting to improve its biodiversity.

18. Consultations

- 18.1 **East Hampshire District Council (EHDC) Arboriculture:** No response.
- 18.2 **EHDC Drainage Engineer:** No objection subject to conditions for foul and surface water drainage. A maintenance management plan should be provided for all on-site drainage features remaining private.
- 18.3 **EHDC Economic Development and Tourism:** No response.
- 18.4 **EHDC Environmental Health (contaminated land):** No objection subject to conditions and an informative.
- 18.5 **EHDC Environmental Health:** No objection subject to conditions.
- Potential for noise from holiday makers but not significant and is unlikely to significantly impact on residential properties;
 - Possibility of smoke from wood burning stoves, fire pits or BBQs although no reference to this in the application; air quality values are unlikely to be breached and don't anticipated significant adverse impacts on residential properties;
 - A site licence under the Caravan Sites and Control of Development Act 1960 likely to be required;
- 18.6 **EHDC Recycling and Refuse:** No response.
- 18.7 **Environment Agency:** No response.
- 18.8 **Hampshire County Council (HCC) Archaeologist:** No objection. Application proposals more discreet in extent than previously; there are archaeological sites in the vicinity and archaeological concerns were previously raised; with the more discreet scale and extent of the proposals, the proximity to the adjacent archaeological sites has been reduced.

- 18.9 **HCC Ecologist:** No objection. Satisfied, overall, that the various elements of the proposed development have been assessed in a satisfactory manner; proposed hedgerow works are not considered likely to impact hazel dormice; the pond is not likely to support great crested newts; site of the new barn is not of ecological value.
- 18.10 **HCC Highways Authority:** Access has been agreed in principle previously and plans have not changed; no discernible trend in accidents that is likely to be exacerbated by the development traffic. The applicant will need to enter into the appropriate agreement with the Highway Authority to undertake the works. However:
- Proposals fall short of adopted parking standards and a reduction in standards is not acceptable in this location;
 - 33 car parking space should be provided;
 - Any overflow parking on the approach road to the site would could have a detrimental impact to the operation of service and emergency vehicles;
 - Understand impact of landscape intrusion by a large area of car park, therefore the applicant should explore providing less intrusive car parking provisions;
 - Access road is required to have 3.7m width to ensure satisfactory access for a fire tender; turning space for a fire tender would turn into a bar which is unacceptable as couldn't be ensured the barn was clear at all times; should demonstrate a fire tender can turn within the curtilage of the site;
 - Contact HCC Rights of Way team in respect of the footpath diversion;
- Development will generate additional trips on the local road network; satisfied it won't cause significant impact to the local road network.
- 18.11 **HCC Countryside Service (Public Rights of Way):** No objection subject to a condition. Proposed public footpath diversion bypasses the railway embankment and proposes the removal of 5 stiles which will be replaced by a gate at each end of the diversion. Proposal provides a more accessible route than the previous proposal for diversion.
- 18.12 **Natural England:** Response received, no comments.
- 18.13 **Binsted Parish Council:** Objection.
- Impact upon the legal route of footpath 55, details of moving footpath not accurately shown especially with regard to ease of access, terrain, stiles etc; no evidence to support the alternative path has been used for 40 years
 - No plan to deal with surface or foul water when ground is known to be clay and susceptible to significant run off
 - Parking is not comparable to HCC standards with regard to the number of spaces required
 - No contaminated land survey or details provided
 - Number of lodges is overdevelopment and the new building not in keeping with surroundings;
 - The farm diversity plan, whilst improved, shows no business plans as to how the application would specifically support the farm's future, eg, how much revenue would be allocated to the farm.
- 18.14 **SDNPA Landscape Officer:** Comments.
- Improvement on the previous scheme;
 - A lot of missing information in relation to landscape design;
 - Concern about the red line area and ability to include landscaping along the access road
 - Concern about the formal arrangement of tree planting along the access drive.
 - A lot of improvement can be achieved by condition, notwithstanding the details provided, on building materials, hard landscape scheme including detailed levels, SUDS drainage scheme, detailed soft landscaping and structure planting, landscape and

ecological management plan, appropriate fencing.

18.15 **South East Water Authority:** No response.

19. Representations

19.1 33 objections and 10 representations in support have been received which raise the following:

Objections:

Footpath

- The site is situated within a rural location and is visible from Binsted footpath 55;
- This area was designated an 'area of outstanding natural beauty' before the national park was created and should be preserved.
- New barn will be built over Binstead No.55 Definitive Footpath which is in regular use by the public;
- Alternative path is inconvenient having 3 stiles and two sets of steps and does not protect or enhance the Definitive Right of Way;
- Alternative path is difficult to access by disabled/less able people and pushchairs;
- Alternative path could generate conflict between the holiday cabins (security and privacy) and the use of the right of way and/or generate pressure for fencing;
- Any significant increase in visitor numbers to Alice Holt, particularly at weekends, would be unsustainable and would risk damaging the visitor experience;
- Previous ecological surveys and assessments does not cover new site;
- Site location plan does not include land proposed to be 're-wilded' as part of higher stewardship initiative;
- Proposal to plant cowslips which are not natural to area demonstrates lack of understanding of ecosystems and interplay of geology, soil type, climate, aspect and existing vegetation;

Justification and details about the proposals/farming activity

- No proven demand for a further farm shop, and existing local businesses likely to suffer from increased competition;
- Ample pre-existing local tourist accommodation which does not run to full capacity, so scheme may not be financially viable;
- Farm does not produce crops so produce for shop would be brought in from elsewhere;
- Tourists staying in the cabin are unlikely to use the café;
- No permanent commercial farming enterprise exists only a short term 364 day contract with the tenant farmer and without the sheep there would be no farming activity;
- Sheep are moved elsewhere during autumn winter so no permanent flock;
- The "Supporting Diversification Statement" is not prepared by an Agricultural Consultant/Specialist and does not provide any evidence about expected income and how this relates to supporting the 'farming' enterprise;
- Farm is under operated and underutilised or too small to be a viable farm. The proposed accommodation, shop and café will outweigh the income from the current farming operation and should be treated as a change of business;
- Would reduce the available pasture thereby making sheep farming even less viable and which could have a negative impact on the landscape;
- Unclear how sheep will be contained on what appears to be an open site;
- The applicant has set up a separate company to run holiday lets and profits may not be invested into the current Farm business;
- No details of employment have been submitted;
- No contaminated land survey or details;

- No Landscape and Visual Assessment Baseline Checklist;
- Operating hours have not been stated;

Design

- Proposed log cabins ugly and out of character and sited close to residential properties, resulting in loss of amenity caused by noise, light and air pollution.
- Siting of holiday cabins does not relate to existing cluster of buildings;
- Intrusion on landscape and degradation of public amenity will irreversibly urbanise the area;
- Sewage system already at maximum capacity and proposed development would put a strain on the system;
- Lack of clarity with regard to details of trade waste disposal, drainage, means of heating and lighting and proposed BBQ areas;
- Surface water proposed to be dealt with via a soak-away however ground is gault clay, which is not compatible with soakaways;

Highways/access

- Access road to farm machinery storage area passes proposed café and lodges and presents safety hazard;
- Access for traffic via a dangerous junction with the main road with a 40mph speed limit which is not enforced, and adjacent to Blacknest Industrial Estate;
- There have been many road accidents recently including one death;
- Original application failed to provide a financial contribution towards the Transport Infrastructure within the locality; this is still the case in the new proposals;
- The local roads are not suitable for family cycling and there are no cycle paths linking from the farm into Alice Holt;
- Lack of public transport and pedestrian access from the station (over 1km away) involves walking along main road with no footpath or verge;
- Lack of eating facilities on site in evening will mean people walking to local pub at night along narrow road with no lights or pavement;
- Parking provision is inadequate and does not comply with parking standards; danger that there will be overspill parking onto Blacknest Road;
- No passing points on the single lane access road, which could lead to vehicles, including refuse, emergency and delivery vehicles, reversing and/or queuing on Blacknest Road;
- No information about how the change in levels on the new access road would be addressed.
- No details of hard landscaping have been provided.
- Any consent given should be personal to the applicant

Support:

- Could be a good addition to the village, nothing socially for villagers or visitors to do;
- Could provide accommodation for resident's short stay visitors;
- Development ideally suited to small working farm as a way to diversify;
- Have little impact on the countryside and would attract holiday makers who would make use of local amenities;
- Enhance public's enjoyment of the countryside;
- Benefit to local businesses (eg. pub);
- Would create jobs;
- Makes area more accessible for people and enhances peoples enjoyment of the countryside;
- Will not significantly increase road traffic;

- Promotes and safeguards farming activities in the area.

20. Planning Policy Context

20.1 Applications must be determined in accordance with the Development Plan unless material considerations indicate otherwise. The relevant statutory development plan comprises the saved policies of the East Hampshire District Local Plan (Second Review) 2006 and the East Hampshire District Joint Core Strategy (2014). The relevant policies are set out in section 7 below.

National Park Purposes

20.2 The two statutory purposes of the SDNP designation are:

- To conserve and enhance the natural beauty, wildlife and cultural heritage of their areas;
- To promote opportunities for the public understanding and enjoyment of the special qualities of their areas.

If there is a conflict between these two purposes, conservation takes precedence. There is also a duty to foster the economic and social wellbeing of the local community in pursuit of these purposes.

National Planning Policy Framework and Circular 2010

20.3 Government policy relating to National Parks is set out in English National Parks and the Broads: UK Government Vision and Circular 2010 and The National Planning Policy Framework (NPPF) which was issued and came into effect on 27 March 2012. The Circular and NPPF confirm that National Parks have the highest status of protection and the NPPF states at paragraph 115 that great weight should be given to conserving landscape and scenic beauty in the national parks and that the conservation of wildlife and cultural heritage are important considerations and should also be given great weight in National Parks.

The South Downs Partnership Management Plan (PMP) 2013

20.4 The PMP outlines a vision and long term outcomes for the National Park, as well as 5 year policies and a continually updated Delivery Framework. It is a material consideration in planning applications and it has some weight pending the adoption of the South Downs National Park Local Plan. The following policies are relevant: 1, 3, 13, 14, 29, 35, 37, 40, 41, 42, 43 and 55.

20.5 The development plan policies listed below have been assessed for their compliance with the NPPF and are considered to be compliant with it.

21. Planning Policy

21.1 The following saved policies of the East Hampshire District Local Plan Second Review 2006 are relevant:

- C6: Tree Preservation
- C13: Rural Diversification
- HE19: Ancient Tracks and Lane, Environmental Improvements
- T2: Public Transport Provision and Improvement
- T3: Pedestrians and Cyclists
- T4: Pedestrians and Cyclists
- E2: Renewable Energy
- IB3: Industrial or Business Development in the Countryside
- S6: The control of Shops on Farms
- TM1: Tourism Development
- TM3: Visitor Accommodation outside Settlement Policy Boundaries
- R1: Outdoor Space and Recreation

21.2 The following policies of the East Hampshire District Joint Core Strategy (2014) are relevant:

- CP1: Presumption in favour of Sustainable Development
- CP2: Spatial Strategy
- CP6: Rural Economy and Enterprise
- CP9: Tourism
- CP19: Development in the Countryside
- CP20: Landscape
- CP21: Biodiversity
- CP22: Internationally Designated Sites
- CP25: Flood Risk
- CP27: Pollution
- CP29: Design
- CP31: Transport

The South Downs Local Plan: Preferred Options

21.3 The South Downs Local Plan: Preferred Options was approved for consultation by the National Park Authority on 16 July 2015 to go out for public consultation under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012. The consultation period ran from 2 September to 28 October 2015 and the responses received are being considered by the Authority. The next stage in the plan preparation will be the publication and then submission of the Local Plan for independent examination. Until this time, the preferred Options Local Plan is a material consideration in the assessment of this planning application in accordance with paragraph 216 of the NPPF, which confirms that weight can be given to policies in emerging plans following publication. Based on the early stage of preparation, the policies within the Preferred Options Local Plan are currently afforded limited weight.

21.4 The relevant planning policies of the draft SDNP Local Plan are SD1, SD2, SD4WW, SD5, SD6, SD8, SD9, SD12, SD17, SD18, SD19, SD20, SD22, SD27, SD31, SD37, SD41, SD42, SD44, and SD47, SD51, SD54 and SD59.

22. Planning Assessment

22.1 The proposals have been submitted in response to two applications which were refused by the SDNPA in January 2016 (see paragraphs 2.1 and 2.2 above). The main focus in the assessment of the current proposals has been whether the previous reasons for refusal have been satisfactorily addressed. The issues in these reasons are summarised below:

1. How the proposals support the viability of a farm business and how it is engaged in sustainable land management in the absence of a whole farm plan, which sets out the relationship between the existing enterprise, the proposals, and how future maintenance of the land could be secured.
2. The impact of the proposed parking area upon the existing rural character.
3. The landscape impact of the proposed tourist accommodation.
4. No provision to secure a financial contribution towards transport infrastructure.

Farm diversification and sustainable land management (issue 1)

22.2 The previous application was not refused on the basis of the proposed uses being unacceptable on site, instead concerns in regard to farm diversification focussed on the issues in point no.1 above. The site is in a reasonable location for visitors to reach either by car, bike or on foot, and Bentley Station is just under a mile away, which is a sustainable means of accessing the National Park. There are visitor attractions in the area like Alice Holt, albeit this woodland area does have its own café and cycle hire.

22.3 Cafés, farm shops and tourist accommodation are acceptable forms of farm diversification. However, previous concerns were about how the proposals related to the farm business

and lack of a clear strategy between them and the sustainable management of the land. There is support in principle for farm diversification schemes in policy CP6, which specifically cites farm shops and tourist accommodation as acceptable schemes, but provided that farm businesses wishing to diversify can demonstrate that they are needed to maintain their viability and are engaged in sustainable land management.

22.4 Policy CP6 also supports proposals for new rural businesses in the National Park provided they contribute to conserving and enhancing its natural beauty, promote opportunities for the understanding and enjoyment of its qualities, improving the viability of traditional rural businesses and/or providing local services for local people. This aspect of the policy is also aligned with with National Park Purposes and Duty. Weight can also be given to policies GS3 and CPI7 which permit new development in the countryside where it is necessary for countryside recreation, small scale tourism and any other genuine or proven need for which a countryside location is essential.

22.5 Further information has been provided in supporting information about how the farm operates and the need to generate additional income. This is outlined below.

How the farm operates

22.6 The holding is a sheep farm used by a tenant farmer, Mr Wyeth, whereby approximately 90% of the land is grazed. Mr Wyeth has a rolling annual contract but this is because of risks of varying income levels, success of the lambing season, and issues about tenant's rights in agreeing longer leases. Broadview Farm forms around 10% of his sheep farming business. This does provide some uncertainty about long term sheep farming without a long term lease, however, there is no indication that the current arrangement would cease and there are valid reasons for the approach with the lease to be taken.

22.7 Mr Wyeth has a herd of approximately 10,000 yews and annually he delivers approximately 450 pregnant yews to the farm. Depending on birth rates, approximately 1200 lambs are born and over the course of the spring/summer they are reared and then in the autumn are removed leaving the male lambs for slaughter for the Christmas market. There is also a smaller element of winter grazing and yews are brought back for breeding in November. There are times when there are no sheep on the farm to allow the land recover but also sheep are bred at other locations by Mr Wyeth.

22.8 This activity generates an annual income of £6,000 for Mr Cullen and he receives an annual agricultural subsidy of a further £6,500. Mr Cullen also assists Mr Wyeth with managing the sheep farming. During lambing season in particular he undertakes daily checks of the herd and a range of duties relating to animal welfare as well as the upkeep of the land. This is on a voluntary basis and there is no formal agreement between them for this work.

22.9 To achieve the current scale of the sheep farming, Mr Cullen has undertaken various works on the holding such as those listed below. These works consequently attracted Mr Wyeth to the farm.

- Improving the quality of the grazing, including the laying of new topsoil;
- Extensive new fencing
- Clearance of drainage ditches and a blocked drainage systems
- Clearance of dilapidated barns and repair of existing ones
- Filling of a quarry and re-seeding to provide sheltered grazing for sheep (prior approval sought).
- Woodland management

How the proposals relate to the sheep farm enterprise and the sustainable management of the land

22.10 It is clear that there is an agricultural enterprise on the holding. However, the majority of the income from the sheep farming is not earned by Mr Cullen and the farm is making annual losses due to the costs of its upkeep, even with support by Mr Cullen from other sources of income.

22.11 The application proposals would allow the farm to become more viable and it has been outlined that the new income would enable the land to be maintained and provide for the

long term retention of the sheep farm. It has been proposed that the following investment in the farm could be made:

- Improvements to the existing barn to create lambing sheds;
- Maintenance and repair of fencing and hedging;
- Maintenance of public footpaths;
- Maintenance of drainage ditches;
- Maintenance of the Hangars in the area proposed to be wild;
- New farm machinery;
- Make preparations for the sheep farming to continue if the tenant farmer leaves.

- 22.12 Given the farm's modest income from the sheep farming, it is highly likely that the income from the proposals would exceed it. This is an important point to consider as to whether the scheme is farm diversification given the supporting text of policy C13 outlines that *'the object of diversification is to allow the primary agricultural unit to be retained whilst being supplemented by another form of income.'* In this instance, the new uses wouldn't just create supplementary income, rather they would be significantly supporting the farm business in order for it to be retained/profitable and allow the sheep farming to continue.
- 22.13 The proposals would relate to the sheep farm to varying degrees. The farm shop would be a direct point of sale for lamb reared on the farm. It could also be an outlet for other farms in the area – within and outside of the National Park given the site's location- to support the rural economy. It would also serve people who stay in the cabins. The café would similarly serve people staying on the site as well as walkers and cyclists for instance. In regard to the tourist accommodation, this is proposed to operate between the 1 March to 31 October. This would co-inside with lambing season. It would be linked to the farm in terms of marketing the experience of being on a working sheep farm and lambing for instance and it is envisaged that the sheep would be allowed to graze around the cabins. An appropriate management of the farm is also important in terms of providing an attractive and well conserved environment for visitors whilst still allowing the sheep farming to function.
- 22.14 These proposals would be stand-alone uses and their main link with the farm is the financial support they would provide to its upkeep, in conjunction with some sales of lamb and visitors experiencing a working farm during their stay. Given the farm shop could solely sell lamb from the sheep farming concern is raised about where other produce would be sought from. It is explained that this would be sourced locally both within and outside of the National Park. A condition relating to the sale of produce is recommended to avoid an un restricted retail use in the countryside and link it to the farm.
- 22.15 Introducing appropriate such new schemes within a farm diversification scheme is not uncommon and the types of uses proposed are acceptable because they seek to diversify the income from just farming and generally are more appropriate in countryside locations. A key aspect is however whether it supports a farm which is engaged in sustainable land management.
- 22.16 In terms of the management of the entire holding, works have been undertaken to improve it (see paragraph 8.11) and that additional income is needed to secure its management and future investment. Further information has been provided insofar as it outlines how the farm operates, the need to diversify, how the new uses would relate to the farm, the past, ongoing, and future aspirations of the maintenance of the land. However, it doesn't detail a broader farm wide scheme of conservation and management of land other than the 3 hectares of proposed as new conservation area. On balance, however, sufficient information has been provided to demonstrate that the appropriate upkeep of the land could be undertaken and a condition is recommended to require a more detailed farm plan to include specific management and conservation regimes across the holding to accord with policy CP6 and the first National Park Purpose. Other aspects like higher level stewardship schemes could also be investigated.
- 22.17 In terms of further linking the proposed uses with the farm, a S106 legal agreement is recommended to tie the uses to the farm enterprise so as to avoid them being owned and

or operated independently of the farm, on the basis that their revenue will support the sheep farm and the sustainable management of the land.

Landscape impact of the proposed parking area (issue 2)

- 22.18 The proposed new barn is in the same location as the previous application and was not raised as an issue in the reasons for refusal. The access was also agreed in principle by HCC. The focus of the previous concerns related to the scale and urbanising effect of the car park and the siting and landscape impact of the proposed tourist accommodation, including associated domestic paraphernalia and the general activity the cabins would create.
- 22.19 The proposed car park area is in the same location adjacent to the barn but it has been reduced from 29 to 15 spaces. A separate parking area of 11 spaces was previously proposed further north along the access but this has also been removed in the current scheme. The smaller separate parking area was the main issue of concern about the parking arrangements in the previous application due to its landscape and visual impact.
- 22.20 The proposed parking area would have a reduced and more acceptable landscape impact. It would be well screened by the farm buildings and business park, have a smaller surfaced area and involve less ground works of cutting into the land alongside the business park. It would also not be prominent from Blacknest Road. A condition securing appropriate landscaping including the new access and suitable surfacing materials could also limit its impact. A condition requiring site levels information is also recommended to ensure a sensitive approach to the re-grading of the land is achieved.
- 22.21 The proposed car parking would be shared between visitors to the café and shop and people staying in the cabins. The amount of parking is significantly below the HCC parking standards, whereby 33 spaces are required. HCC have raised concern about this and overspill parking along the access drive. Given the size of the enterprise, anticipated vehicle movements, the expectation that some people would arrive on foot or cycle, on balance, the amount of parking is acceptable when weighed against the landscape impact and the more urban character a larger car park would create, as well as highway safety and the amenities of the area. HCC have also queried the width of the access road stating it to be a minimum of 3.7m wide. The plans show it to be 5m wide which adequately meets HCC's requirement. It would also be sufficiently wide to accommodate emergency and farm vehicles.
- 22.22 A collection service is also proposed to collect people from Bentley Station. A Travel Plan is recommended via a condition to secure suitable alternative measures to encourage people to visit without using a private vehicle. This could help to reduce the demand for parking.
- 22.23 Local concern has been raised about accidents from traffic as well as danger to walkers and cyclists using Blacknest Road. HCC have acknowledged these concerns but have not raised an objection on these grounds.

Landscape impact of the proposed cabins (issue 3)

- 22.24 10 cabins were previously proposed in the adjacent field to the south west. They would have been sited along a belt of trees which define the south west boundary of the business park (see appendix 2).
- 22.25 The proposed accommodation on site has been significantly reduced. The proposed cabins have been re-sited much closer to the barns, where they would appear less isolated. They would be visible from the public footpath but they would be seen in the context of the other retained and new farm buildings and Broadview Farmhouse and Broadview Cottage. They would also be seen in the context of the business park. They would have limited impact upon the wider landscape because of limited public vantage points.
- 22.26 Smaller individual cabins compared to the larger semi-detached cabins previously proposed is more acceptable. Whilst there is no clear justification for proposing no.3 bed lodges in favour of any other mix of units, the SDNPA Visitor Review outlines that there is a need for all types of accommodation across the National Park. Furthermore, they would be an appropriate scale and design which would relate to the new barn and existing farm buildings and be in keeping with the surrounding character and appearance of the landscape. The

proposed terrace areas could also help to limit the extent of domestic paraphernalia, which was a previous concern. There is no explicit justification for how proposing 4 cabins was reached either in terms of the viability of the farm or from an assessment of landscape impact. However, having assessed this amount of development in the context of the surrounding landscape, the scale of the farm enterprise and the other proposed development it is considered an acceptable amount of development. The pastoral landscape would be conserved.

- 22.27 The submitted landscape scheme has limited detail on robust green infrastructure for the long term and further work is needed. In particular, there is a lack of detail about the areas around the cabins. A condition requiring this detail could achieve a satisfactory setting for the lodges which conserves and enhances local landscape character. It will also be important to ascertain how this may relate to the consideration of sheep potentially grazing amongst the cabins, as proposed.

Transport infrastructure contributions (issue 4)

- 22.28 The reduced scheme from 10 cabins to 4 cabins has resulted in a contribution towards transport infrastructure no longer being sought by the Highways Authority. This previous reason for refusal is therefore no longer an issue in light of the reduced proposals.

- 22.29 If the SDNPA's Community Infrastructure Levy (CIL) charging schedule is formally adopted before the grant of planning permission this proposals would be liable to CIL charges.

Impact on residential amenities

- 22.30 This issue did not feature in the reasons for refusal. Nevertheless, consideration has been given to how these different proposals may affect neighbouring amenities. The development is a sufficient distance away from surrounding dwellings and given its siting would not cause unacceptable harm to their outlook. Concern has been raised about the activity on site from the cabins, for example the use of barbeques. Environmental Health has not raised an issue and it would not be appropriate to implement a condition limiting their use. The surrounding dwellings are a sufficient distance away and they could be unlikely to be a consistent nuisance based on the seasonal use of the cabins, the variables of the weather, level of occupancy of the cabins, and wind direction. The development would also be a sufficient distance away not to cause undue noise and disturbance to local residents, including vehicle movements.

- 22.31 It is also considered that there would be an acceptable relationship between the proposals and the business park in terms of the physical relationship between the buildings and noise and disturbance.

Dark night skies

- 22.32 No roof lights are proposed and an acceptable size and amount of glazing is proposed in the design of the buildings. A suitable external lighting plan is recommended to be conditioned. This would ensure that the access and parking area in particular are not overly illuminated in terms of the amount and specification of any lighting.

Flood risk

- 22.33 No response has been received from the Environment Agency. Given that no objection was raised previously to a larger amount of development and that it wasn't a reason for refusal there is no objection in respect of this consideration.

Ecology

- 22.34 The HCC ecologist has raised no objection. A detailed landscaping scheme via condition could secure suitable new green infrastructure to enhance the biodiversity on site.

- 22.35 Regarding the proposed 3 hectare area proposed to be left wild could be an enhancement to the local area. This area is somewhat detached from the proposed development and they would not be directly linked. This area would be covered by the farm plan proposed as a condition and could be an enhancement to local landscape character, in accordance with the first purpose.

Proposed diversion of the public footpath

- 22.36 The grant of planning permission does not authorise the diversion of the public right of way. There is a separate legal process to determine this application. The current definitive route would run between the proposed cabins but the new barn and parking area would obstruct it. The development which obstructs the footpath could not be implemented until the footpath diversion is approved. HCC requested that a condition be included to require no development to commence until the footpath has been formally diverted. It is considered that this is not required given that the development could not be implemented in full without the formal designation of the amended route under separate legislation.
- 22.37 A separate application to divert the footpath has been submitted to the SDNPA. The alternative route would be around the northern site boundary, as opposed to currently running through the middle of the site, and then link with the definitive footpath on the existing access track. This alternative route is considered an acceptable alternative. Currently the route runs through the farm complex which is a working sheep farm and this alternative route could be safer and more accessible. It would also not have any significant impact upon the surrounding character and appearance of the landscape nor have any impact upon the amenities of surrounding properties. There would also be minimal conflict with the proposed cabins.

Drainage

- 22.38 There is no surrounding mains foul drainage on site. A private sewerage treatment plant would be required. The drainage engineer has not raised an objection subject to conditions which are included in the recommendation.

22.39 Other considerations

- 22.40 The Environmental Health Officer has recommended conditions relating to contaminated land surveys and investigations of the site prior to the commencement of development. These are more onerous than the comments in the previous application and there does not appear to be a change in characteristics or conditions on site to justify this. Members will be updated on this and currently a condition requiring work to stop if unexpected contamination is found on site is recommended below (condition 17).

23. Conclusion

- 23.1 The proposals have been considered in the context of the previous reasons for refusal. Consideration of the further information provided with this application, on balance, demonstrates that the farm is engaged in sustainable land management and that future enhancements could be achieved through a more developed farm management plan. The revised parking arrangements are more appropriate in landscape terms and this has been given weight in the consideration of parking standards. The reduced scale and revised siting of the cabins is also more appropriate in terms of the landscape impact as well as the impact upon local amenity of neighbouring properties.
- 23.2 A legal agreement is recommended to secure a link between the new uses and the sheep farm to ensure that they do support the farming enterprise and sustainable land management.
- 23.3 The application is therefore recommended for approval for the reasons above, subject to the conditions in paragraph 10.1 below.

24. Reason for Recommendation and Conditions

- 24.1 The grant of planning permission be granted subject to:
1. The completion of a legal agreement to secure the following, which is delegated to the Director of Planning:
 - To secure the farm shop and café uses and tourist accommodation to the farm business.
 2. That authority be delegated to the Director of Planning to refuse the application with appropriate reasons if the legal agreement is not completed within 6 months of the 13 October 2016 Planning Committee meeting.

And subject to the following conditions:

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

Reason: To comply with the provisions of Section 91(1) of the Town and Country Planning Act 1990 (as amended).

23. The development hereby permitted shall be carried out strictly in accordance with the approved plans unless otherwise agreed in writing by the Local Planning Authority.

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

24. No development above slab level shall commence until a schedule of materials and finishes has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out strictly in accordance with the approved details.

Reason: In the interests of amenity and in accordance with saved policies CP19, CP20, CP29 of the East Hampshire District Joint Core Strategy 2014, the NPPF and National Park Purposes.

25. No development above slab level shall commence until a further detailed scheme of soft and hard landscape works has been submitted to and approved in writing by the Local Planning Authority. These details shall include:

- i. written specifications (including cultivation and other operations associated with plant and grass establishment,
- ii. planting methods, tree pits & guying methods,
- iii. schedules of plants, noting species, planting sizes and proposed numbers/densities where appropriate,
- iv. retained areas of grassland cover, scrub, hedgerow, trees and woodland,
- v. manner and treatment of ditches and banks,
- vi. a landscape management plan which includes a schedule of landscape maintenance for a minimum period of 5 years include details of the arrangements for its implementation,
- vii. details of all hard-surfaces, such as paths, access ways, seating areas and parking spaces, including their appearance, depth and permeability,
- viii. a timetable for implementation of the soft and hard landscaping works

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

Reason: To achieve an appropriate landscaping scheme to integrate the development into the landscape and mitigate any impact upon the amenities of neighbouring properties, in accordance with policies CP19, CP20 and CP29 of the East Hampshire District Local Plan Joint Core Strategy 2014 and the NPPF.

26. No development shall commence on site until details of a scheme for foul and surface water drainage has been submitted to and approved in writing by the Local Planning Authority. Such details should include provision for all surface water drainage from parking areas and areas of hardstanding. The development shall be carried out in accordance with the approved details before any part of the development is occupied and shall be retained thereafter.

Reason: To ensure adequate provision for drainage, in accordance with policies CP19, CP20 and CP29 of the East Hampshire District Local Plan Joint Core Strategy 2014 and NPPF.

27. No development above slab level shall take place until details of external lighting to be installed at the site shall be submitted to and approved in writing by the Local Planning Authority. The lighting shall be installed, maintained and operated in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority.

Reason: To protect the amenity of future residents, create an appropriate public realm, and conserve dark night skies, in accordance with policies CP19, CP20 and CP29 of the East Hampshire District Local Plan Joint Core Strategy 2014, NPPF and National Park Purposes.

28. No development shall commence until details of site levels and longitudinal and latitudinal sections through the site of the shall be submitted for approval in writing by the Local Planning Authority to show how the buildings, access and car park area shall be set into the topography of the land. The development shall thereafter proceed in accordance with the approved details.

Reason: To ensure a satisfactory development which responds to the characteristics of the site, in accordance with Policy CP29 of the East Hampshire District Local Plan Joint Core Strategy 2014, National Park Purposes and the NPPF.

29. The tourist cabins hereby approved shall not be used at any time for any other purpose whatsoever other than as holiday accommodation. They shall not be used for any other purposes in Class C3 (dwellinghouses) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (As Amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification.

Reason: This development in the countryside, outside of any identified settlement, is only acceptable as holiday accommodation for use by short term visitors to the area in accordance with saved policies TM1 of the East Hampshire District Local Plan 2006, policies CP9 and CP19, CP20 of the East Hampshire District Joint Core Strategy 2014. It also accords with the second purpose of the National Park: the promotion of opportunities for understanding and enjoyment of the special qualities of the Park by the public. Other forms of residential development would be contrary to these policies and purposes and would constitute an unsustainable form of development.

30. The holiday accommodation hereby approved shall not be occupied by any person, group or their dependants, for a period of more than three calendar months in any twelve month period. A register of the occupancy of the cabins shall be maintained and kept up-to-date by the operator of the units, that shall be made available to the Local Planning Authority upon request (within 14 days of a written request being made). It shall record the names and addresses of all visitors and their arrival and departures dates.

Reason: To ensure that practical and permanent management measures are in place to control the short term visitor accommodation for use by short term visitors to the area in accordance with saved policies TM1 of the East Hampshire District Local Plan 2006, policies CP9 and CP19, CP20 of the East Hampshire District Joint Core Strategy 2014.

31. Prior to the first use of the development hereby approved, the access junction including sight lines, as set out on drawing number 136a/05/01 (dated May 2016) and access drive shall be completed. The visibility splays shall thereafter be kept free of any obstruction exceeding 1 metre in height above the adjacent carriageway and shall be subsequently maintained so thereafter.

Reason: To ensure highway safety, in accordance with policy CP31 of the East Hampshire District Local Plan Joint Core Strategy 2014 and NPPF.

32. The parking arrangements on site shall be completed in accordance with the approved plans and thereafter be used for such purposes at all times.

Reason: To ensure highway safety, in accordance with policy CP31 of the East Hampshire District Local Plan Joint Core Strategy 2014 and NPPF.

33. Notwithstanding the details provided, prior to the development being brought into use, a detailed farm management plan relating to the operations of the farm holding and conservation and enhancement of the landscape, including long terms objectives, shall be submitted to approved in writing by the Local Planning Authority. It shall thereafter be implemented and accorded with.

Reason: To achieve the conservation and enhancement of the National Park landscape, in accordance with Policy CP20 of the East Hampshire District Local Joint Core Strategy 2014, National Park Purposes and the NPPF.

34. Prior to the development being brought into use, a Travel Plan which details measures to encourage visitors to access the site by means other than the private car shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall thereafter be implemented and accorded with.

Reason: To enable visitors to visit the site via sustainable modes of transport to reduce the reliance on the private car, in accordance with policy CP31 of the East Hampshire District Local Plan Joint Core Strategy 2014 and NPPF.

35. The farm shop shall only be stocked with: a maximum of 40% of goods are own produce plus local foods (within 5 mile radius), a maximum of 40% of goods which are regional and a maximum of 20% of goods from elsewhere. For the avoidance of doubt, the farm shop is not an un-restricted A1 use class in the Use Classes Order 1987 (as amended).

Reason: To ensure the farm shop does not result in an un-restricted retail use which is not related to the farm enterprise and local economy, in accordance with Policy CP6 of the East Hampshire District Local Plan Joint Core Strategy 2014 and NPPF.

36. No air handling equipment shall be used at the barn and no cowl or vent shall be fitted to the building unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the amenities of the area are not detrimentally affected by noise or odour, in accordance with policy CP29 of the East Hampshire District Local Plan Joint Core Strategy 2014 and NPPF.

37. The farm shop and café shall only operate between the hours of 08:00 to 18:00 on any calendar day.

Reason: To control the development in the interests of amenity, in accordance with policy CP19 and CP20 of the East Hampshire District Core Strategy 2014, National Park Purposes and the NPPF.

38. Development shall cease on site if, during any stage of the works, potential contamination is encountered which has not been previously identified, unless otherwise agreed in writing by the Local Planning Authority. Works shall not recommence before an assessment of the potential contamination has been undertaken and details of the findings along with details of any remedial action required (including timing provision for implementation), has been submitted to and approved in writing by the Local Planning Authority. The development shall not be completed other than in accordance with the approved details.

Reason: In the interests of the safety and amenity of the future occupants, in accordance with the NPPF.

25. Crime and Disorder Implication

- 25.1 It is considered that the proposal does not raise any crime and disorder implications.

26. Human Rights Implications

- 26.1 This planning application has been considered in light of statute and case law and any interference with an individual's human rights is considered to be proportionate to the aims sought to be realised.

27. Equality Act 2010

- 27.1 Due regard has been taken of the South Downs National Park Authority's equality duty as contained within the Equality Act 2010.

28. Proactive Working

- 28.1 In reaching this decision the Local Planning Authority has worked with the applicant in a positive and proactive way, in line with the NPPF. This has included the provision of pre-application advice from a SDNPA Development Management Officer and meetings to discuss the proposals.

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South Downs National Park Authority

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Appendices 3. Site Location Map
4. Previously refused proposals.

SDNPA Legal Services, Development Manager.

Consultees

Background Documents All planning application plans, supporting documents, consultation and third party responses

<http://planningpublicaccess.southdowns.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=OB0GQKTUJLL00>

National Planning Policy Framework (2012)

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

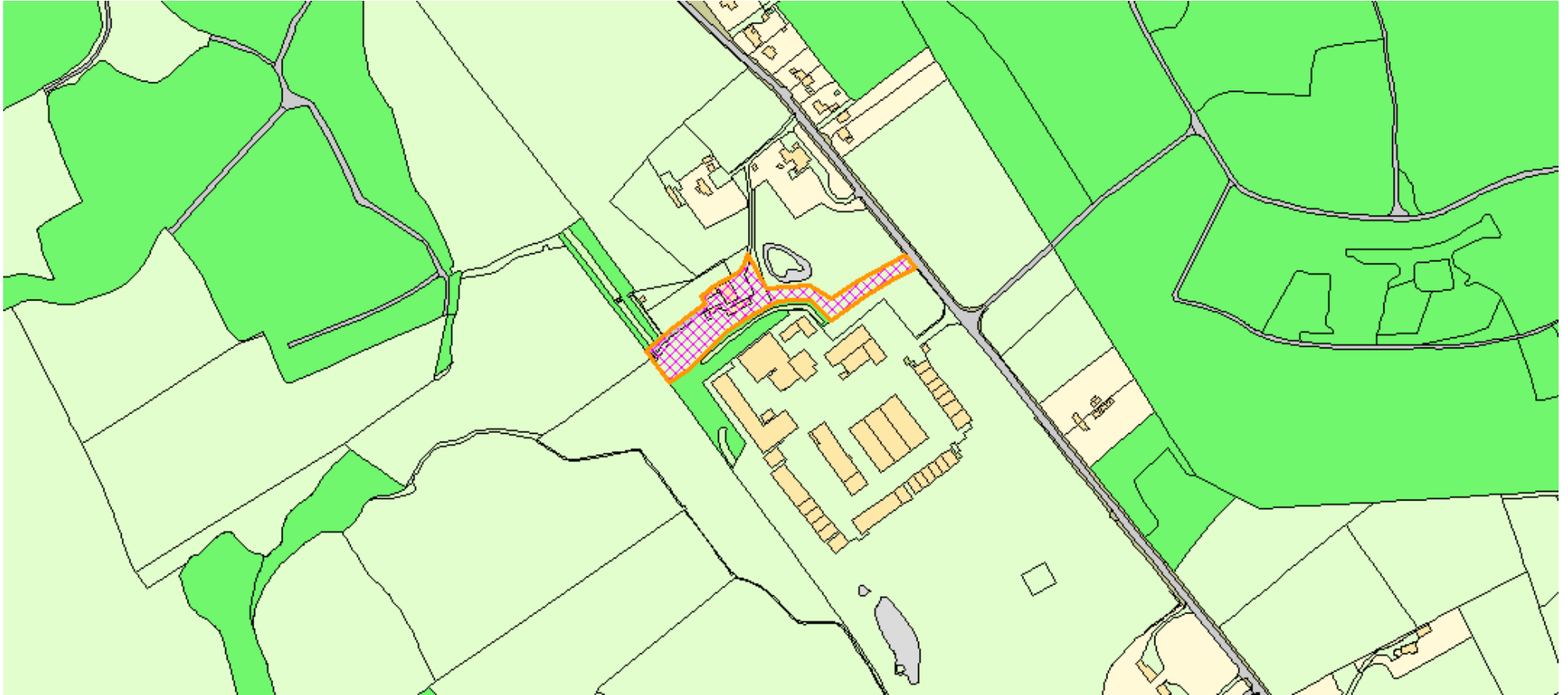
South Downs National Park Partnership Management Plan 2013

<https://www.southdowns.gov.uk/national-park-authority/our-work/key-documents/partnership-management-plan/>

South Downs Integrated Landscape Character Assessment 2005 and 2011

<https://www.southdowns.gov.uk/planning/planning-advice/landscape/>

Agenda Item 7 Report PC46/16 Appendix I Site Location Map



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