

Report to	<b>Planning Committee</b>
Date	<b>9 March 2017</b>
By	<b>Director of Planning</b>
Local Authority	<b>East Hampshire District Council</b>
Application Number	<b>SDNP/16/05594/FUL</b>
Applicant	<b>Liss Athletic Junior Football Club</b>
Application	<b>Change of use of agricultural field to sports pitches including formation of parking area.</b>
Address	<b>Land east of Lyss Place, Hawkley Road, Liss, Hampshire, GU33 6JW.</b>

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**Recommendation: That planning permission be granted subject to the conditions set out in Paragraph 10.1 of this report.**

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### **Executive Summary**

The application site is a 1.78ha of a large agricultural field to the west of Liss on the western side of the A3. The site has an existing access on Hawkley Road, close to a bridge across the A3. It is surrounded by agricultural fields and there is a Roman villa approximately 240m south of the site. There are a number of dwellings west of the site on Hawkley Road.

The application proposes the change of use of the land into 2 new football pitches along with a parking and open storage area. The 2 new pitches would be used by Liss Athletic Junior Football Club which comprises of 200 registered junior players up to 16 years old and 15 teams. The pitches would be created by rolling the field and planting new grass seed with no engineering works required. The pitches would be marked out by white lines. There would be parking for 24 cars on a new aggregate surface in the north eastern corner of the site by the proposed access onto Hawkley Road. An open storage area is also proposed within parking area which would be used to store the goals and other paraphernalia when the pitches aren't in use. The site would be used on Saturday mornings and Sunday afternoons between September to May. Approximately 60 people would be in attendance on these days.

An Examination into the Liss Neighbourhood Plan will begin on 6<sup>th</sup> March 2017. During the plan process the Club have sought the allocation of land for new pitches but, as outlined in the draft plan, it has been difficult to identify a suitable and available site. To that end, no allocation has been proposed and pitches could not be included in the development briefs for draft housing allocations due to issues such as landscape impact. The application site hasn't been promoted for any form of development in the Neighbourhood Plan.

The proposals would not have a significantly harmful landscape impact and the site is reasonably close to Liss, albeit severed from it by the A3. The Highways Authority have not raised an objection to the use of the access and there would be no impact upon cultural heritage, ecology and trees. A number of concerns have been raised in representations received and taking these into consideration and the views of consultees the application has been recommended for approval, subject to conditions.

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

## **I. Site Description**

- 1.1 The application site is a 1.78 hectare agricultural field to the north west of Liss and close to West Liss. It is on the western side of the A3 to the village and is only separated from the A3 by the road's embankment and a small strip of woodland. The site is on the southern side of Hawkley Road which runs from West Liss and across the A3 via a bridge to Hawkley. There is a wide tarmac access into the site close to the bridge, where there are trees and hedgerows either side. Opposite the entrance is a field access and a cycle way which runs down alongside the northbound carriageway of the A3 up to a roundabout and then heads along the B3006 towards Greatham.
- 1.2 The site is on higher ground to Hawkley Road and the access leads up to a metal field gate. Beyond, there is a second field gate on the eastern site boundary which leads into the field. This access also continues further southwards to the site of a Roman villa approximately 240m away (not open to the public).
- 1.3 The northern site boundary is defined by a hedgerow embankment alongside Hawkley Road. Coupled with the elevated nature of the site, there are no immediate views into it from the road. There is a line of mature trees and further hedgerows which continue around the western boundary and define the field margins. There is a strip of woodland along the eastern boundary. The southern site boundary is not defined on the ground and the site forms part of a larger field. The area of the site has however been ploughed in contrast to the wider field, presumably in anticipation of the proposals, and the extent of the site can be seen as a result of this. This site is reasonably level with a gentle slope downwards from west to east.
- 1.4 To the north, south and west of the site are a mosaic of different sized fields in agricultural use and mature trees. The closest dwelling is approximately 30m from the north west corner of the site on Hawkley Road. West of the site is the large dwelling Lyss Place which is set within wider grounds and fields. The owners of Lyss Place also own the application site.
- 1.5 The site is enclosed in the landscape and there are not any particular immediate public views into the site by virtue of the limited public footpaths or from the cycle path. Wider views of the site are also limited. The closest elevated vantage point is Butser Hill where it is unlikely to be discernible in the wider landscape.

## **2. Relevant Planning History**

- 2.1 None.

## **3. Proposal**

- 3.1 The application proposes a change of use of the site into 2 sports pitches. The development would also include a new parking and open storage area in the north east part of the site. A portable toilet would also be kept on site. The pitches are proposed to be used on Saturday mornings (9:30am-12pm) and Sunday afternoons (1pm-4pm) between September to May. There would be approximately 60 people on site when in use.
- 3.2 A 60m x 100m 11 a side pitch is proposed on the western side the site. A second smaller pitch is proposed on the eastern side which would measure 65m x 38m. The pitches would be created by rolling the ground to even out the surface and then grass seed would be planted. No engineering works are proposed to create a more level playing field or to introduce new drainage. The pitches would be defined by white lines. Goal posts would not be permanently installed on either pitch. Instead, moveable goals are proposed to be kept on site which would be stored in the parking area and moved into place when teams come to play. This open storage area would also be used for keeping other 'clutter' like corner flags and line marking machine.
- 3.3 The parking area would be immediately next to the site access. It would include 24 spaces and an area of open storage. It would be created using crushed stone, at a depth of 150mm, which would be a permeable surface. No alterations to the access are proposed. There would be a 3m buffer between the edge of the car park surface and the adjacent hedgerow

boundary. No signage at the access is proposed. A portaloo would be kept on site in the parking area.

3.4 No works are proposed to the field margins around the site. The Applicant has agreed to plant a new hedgerow along the southern site boundary.

3.5 The site would be mown once a week during the peak season and less frequently at other times.

#### 4. Consultations

4.1 **Archaeology:** No objection. No ground penetration involved but if this situation changes and topsoil stripping is required within any part of the development then will need to be re-consulted.

4.2 **Arboriculture:** Awaiting comments (Members will be updated).

4.3 **Drainage:** No objection subject to conditions.

4.4 **Ecology:** No objection.

- Proposals do not need to impact upon existing hedgerow vegetation. No further information required.

4.5 **Landscape:** Objection, with following comments:

- No intrinsic harm to the landscape.
- No impact upon views.
- No objection to proposed parking area subject to dark coloured material being used.
- Objection to the visual impact associated with the clutter of an open storage area with goal posts, flags and equipment visible from the field. Preferable to erect a dark coloured storage shed on the edge of the car park adjacent to the northern boundary hedge.
- If approved, recommend condition for planting a native hedgerow along post and rail fence boundary as mitigation for the landscape impact of the proposed car park.

4.6 **Environmental Health (Pollution):** No objection.

- Cannot see any proposals for floodlighting but it may be appropriate to condition external lighting.

4.7 **Highways Authority:** No objection subject to conditions.

- Adequate number of spaces and manoeuvring space.
- Adequate signage at the site access is necessary given its intensified use.

4.8 **Liss Parish Council:** Comments.

- Highways and ecological considerations which need to be considered and propose relevant surveys are commissioned.
- Essential to ensure the proposals do not result in any adverse impacts and to consider whether mitigating measures could be undertaken to overcome issues regarding traffic safety particularly at the access.

4.9 **Sport England:** Support but with the following comments:

- Change of use assumes no works required to ensure the pitches are fit for purpose and no qualitative issues to overcome.
- No topographical survey information has been submitted.
- Not possible to assess whether there may be issues related to the slope or unevenness of the land.
- Recommend that a ground conditions assessment is undertaken by a specialist who can recommend a scheme for preparing the playing fields to the required specification.
- Further consideration needed to developing ancillary facilities, eg toilets.

- Recommend conditions relating to (1) an assessment of ground conditions to understand any constraints and deliver pitches of an acceptable quality, in consultation with Sports England; and (2) pitches shall be laid out in accordance with the standards and methodologies as set out in Sport England and the Football Association guidance.

4.10 **Southern Gas Network:** No objection subject to conditions.

## 5. Representations

5.1 6 objections and 36 representations in support have been received, which raise the following:

### Objections:

- Entrance on and off the highway is considerable risk to the proposed public and especially children that would possibly utilise this site.
- Entrance from the east on the Hawkley road, is blind until over the brow of the bridge of the A3 and from the west hidden by dips and turns in the road.
- Cycle path and entrance/exit to the A3 opposite the field entrance also used daily by farm machinery.
- Road is a heavily used class C road including farm traffic and large horse box Lorries from Lyss Place, with a maximum designated speed limit of 60mph. Increase in traffic would exacerbate the dangerous pinch point with an integral 80 degree turn 100m from the junction between Farnham Road and Hawkley road by the Spread Eagle Public House.
- A previous application for a restaurant further along the Hawkley road was refused due to reasons including that of increased traffic risk through the pinch point.
- Lack of parking
- No pedestrian access to the site.

### Location and Landscape

- Grade III agricultural land outside the village boundary in the National Park.
- It is not essential for football pitches to be sited in a rural location.
- The site acts as an undisturbed buffer zone for the road allowing biodiversity to flourish. Regular disturbance of this area will affect those species now present including tawny, little and barn owl, kestrel, sparrow hawk, buzzard, and red kite.
- Current agricultural use protects the area from inappropriate development; any change of use significantly risks the chances of the land being utilised at a later date for other purposes and irreparably change the landscape of the local area.
- The use of the land would be a lease from the owner, therefore likely not to be permanent.
- All costs of restoring the land to farm land should be the liability of the applicants.
- Contrary to Liss Parish Councils area plan and SDNP and EHDC's own joint core policy
- The Liss Neighbourhood Plan rejected any development west of the A3.
- The landowner has 'good quality' land to the east of the A3, within the village and with better access.
- There are no facilities provided, including toilets, and any development would be contrary to countryside policies of the SDNP.
- Ground is wet with poor drainage and standing water in winter months.
- The field is near the Roman excavation so a survey should be done if any earth working is proposed.

### Alternative Sites

- There are many other locations within Liss itself that could be used that are already set up with facilities. Reasons given against using these sites better, are poor drainage and pitch conditions.
- The money needed to be used to prepare the site the application refers too, could be better spent improving these already usable sites.

### Ecology

- No ecology surveys have been carried out on the site

### Waste

- No indication as to how waste and toilet facilities will be managed on this site
- No details provided regarding removal of spoil

### Amenity

- Noise would disturb local residents, passers-by and wildlife.

### Support:

- The club is a fantastic community resource bringing children and parents of all backgrounds together, including different schools and age groups.
- There are close to 200 children in the club and currently not enough pitches in the village to accommodate all the teams.
- The sites which are currently used are also very overcrowded and unplayable a lot of the time.
- Some teams have to play home games in places such as Petersfield, Liphook or Rogate and several matches have been postponed.
- Children who live and school in Liss are unable to be accommodated by the club due to limited facilities, and are therefore playing for neighbouring villages and towns.
- Given the size of the village the usage will not be high and cause minimal disruption.
- The location of the fields is ideal, being close to the A3 for easy access to other local towns/villages.
- Local pitches will reduce carbon emissions through travelling and be environmentally beneficial.
- The National Park has a policy to promote recreational activities, healthy living, sport and outdoor activities.
- Access to competitive, team building sports should be welcomed, given the serious issues with children's health today.
- Provision of the pitch would provide an opportunity to drive higher footfall into the SDNP at weekends, and support other facilities the area has to offer.
- The application is fully compliant with local and national policies, including the NPPF.

5.2 **Liss Ward Councillor:** Support. Much needed additional space for junior football in Liss.

## **6. Planning Policy Context**

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

### National Park Purposes

6.2 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

6.3 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.

- 6.4 The development plan policies listed below have been assessed for their compliance with the NPPF and are considered to be compliant with it.
- 6.5 The South Downs National Park Partnership Management Plan 2013 is a material consideration in the determination of the application. The following policies are relevant:
- General Policy 1: conserve and enhance natural beauty and special qualities of the landscape
  - General Policy 3: Protect and enhance tranquillity and dark night skies.
  - General Policy 9: Historic Environment
  - General Policy 50: Housing and social and economic needs of local people, high design and energy efficiency.

## **7. Planning Policy**

- 7.1 The following saved policies of the East Hampshire District Local Plan: Second Review 2006 are relevant:
- C6: Tree preservation, Forestry Operations, Management Plans
  - C8: Flood Protection
  - R3: Public Open Space Requirements
  - T2: Public Transport Provision and Improvement
  - T3: Pedestrians and Cyclists
- 7.2 The following policies of the East Hampshire District Local Plan Joint Core Strategy (JCS) 2014 are relevant:
- CP1: Presumption in favour of sustainable development.
  - CP18: Provision of Open Space, Sport and Recreation and Built Facilities
  - CP19: Development in the Countryside
  - CP20: Landscape
  - CP27: Pollution
  - CP28: Green Infrastructure
  - CP29: Design
  - CP30: Historic Environment
  - CP31: Transport
- 7.3 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.
- 7.4 The Pre-Submission version of the Liss Neighbourhood Plan was submitted to the SDNPA for examination on 28 November. An Examination will begin on the 6<sup>th</sup> March 2017. It has reached a reasonably advanced stage in the adoption process and can therefore be afforded some weight. The following policies are relevant:
- Liss 4: Landscape and Views
  - Liss 8: The Design of Development
  - Liss 14: Community and Sports Facilities
  - Liss 16: Parking

## 8. Planning Assessment

- 8.1 Liss Athletic Junior Football Club is a large community association in Liss and comprises of 15 teams with 200 children up to the age of 16. It is associated with the national Football Association and is required to provide a range of pitches at different sizes to accommodate their matches. The Club currently uses the cricket grounds in West Liss, on an informal basis, or pitches outside of Liss in Petersfield, Liphook, Greatham and Rogate. These proposals would negate teams having to travel outside of the village to play and would provide permanent pitches.
- 8.2 Policies CP16 and CP17 in the JCS support new sports facilities within communities but, in CP17 specifically, new sites need be allocated either through the SDNP Local Plan or neighbourhood plans. The draft Local Plan does not allocate sites in Liss as a Neighbourhood Plan has been progressing and is now at an advanced stage.
- 8.3 The Football Club submitted representations to the Neighbourhood Plan process which proposed that new sites for sports pitches should be allocated. This was considered at an early stage of the Plan but, as outlined in the Pre-Submission draft, finding suitable sites has proved difficult in terms of land being available and which is not limited by constraints. It is understood that the application site was not promoted during the drafting of the Plan.
- 8.4 The draft Neighbourhood Plan recognises there is a need for sports pitches particularly for younger children and that demand exceeds the supply. This is particularly the case with this club. It is understood that sports pitches were considered as part of the proposed housing allocations. However, none of the allocations have accommodated them and the public open space proposed in their Development Briefs is tailored to each site based on considerations such as the landscape impact of the development.
- 8.5 This site has been proposed in response to the landowner offering a lease to the Club. It has not followed from an assessment of sites around the village specifically undertaken by the Club to justify it, rather it is a site which has become available. However, an assessment for sites has been undertaken during the Neighbourhood Plan process without success. In light of the considerations below, the needs of the Club and in the absence of any future prospect of new pitches in the Neighbourhood Plan the use of this site is acceptable. Providing for the needs of communities would also accord with the statutory Duty.

### Landscape Impact

- 8.6 The Landscape Officer has provided advice that the proposed change of use of the land would not have an intrinsic landscape impact. Views into the site along Hawkley Road are very limited and there are no apparent views from wider footpaths. The closest footpath to the south is approximately 1km away. Also, there are no views from the A3, which is on much lower ground and there are mature trees and hedging along the embankment. The nearest elevated vantage point is Butser Hill but this is a significant distance away and the site is unlikely to be prominent in the wider panoramic views. The proposed car park would be located unobtrusively in the north east corner of the site and the number of spaces and extent of surfacing would not be excessive. The parking would also be located next to the access to minimise the amount of surfacing needed. Notwithstanding the limited visibility of the site, an appropriate dark coloured material for the car park would be sought through a planning condition to minimise its immediate visual impact on site.
- 8.7 Concern has been raised by the Landscape Officer about the visual impact of the open storage of equipment and clutter and they would prefer to see a building to contain it. This is not however considered to be appropriate given the site's limited visibility, the current proposals involve less development and the Landscape Officer's proposal would introduce a new building in the countryside unnecessarily. A condition to plant a new hedgerow along the southern site boundary is proposed to contain the new use and separate it from the wider agricultural landscape. This additional screening would also further limit the need for a storage building. The planting of a new hedgerow is supported by the Landscape Officer. Provided it is undertaken sensitively with appropriate species it would not look artificial given the surrounding field patterns. This would also help to improve biodiversity.

- 8.8 Regarding the impact upon the landscape's tranquillity, the site is close to the A3 where there are not particularly low levels of background noise. It would only be used for half of each weekend between September to May when during the week it would not be in use. Furthermore, there are not a significant number of public footpaths in close proximity to the site from which noise could be discernible from whilst it is in use. No lighting of the parking or the pitches is proposed and so the proposals would conserve dark night skies.
- 8.9 Recommendations have been proposed by Sport England. For a local club these appear excessive given the nature and scale of the use. Furthermore, improving the site to meet the guidelines would likely involve more works to the land and potentially more clutter on site. The suggested conditions are not therefore included in the recommendation.

#### Highways

- 8.10 The Highways Authority have not raised an objection to the parking and the intended use of the access as it exists. There is a brow in the road on the bridge across the A3 close to the access and they have recommended a condition for new signage at the site's entrance, so that drivers would be more aware of it. Signage has not been proposed in this application.
- 8.11 The SDNPA has an approach of minimising street clutter wherever it's possible and appropriate. The Highways Authority have not been explicit in where they would want to see signage but the red line area includes the access junction and so there would be scope to require this via a condition. The site would not be used all year round and only at weekends and when balanced against having additional clutter within the street scene, the scope for achieving signage which respects the rural character of the road and highway safety considerations a condition is recommended.
- 8.12 Concern has been raised by objectors about the safety of the access and level of parking however the Highways Authority have not objected on these grounds. Reference to an increase in traffic and a pinch point close to the junction of Hawkley Road and Farnham Road in West Liss has been made. The Highways Authority have not objected to the anticipated level of traffic which the proposed use would generate. Furthermore, the use of the site would not be all year round and be at weekends. The lack of pedestrian access has also been raised as an issue. Given the site's proximity to West Liss and Liss there is a potential likelihood that visitors could cycle to the site. There is no public footpath however this is not uncharacteristic of rural roads. There is a cycle path immediately opposite the site entrance however this travels alongside the northbound carriageway of the A3, as described in paragraph 1.1, and not into the village.

#### Impact on neighbouring amenities

- 8.13 The nearest neighbouring properties are on the northern side of Hawkley Road approximately 30m from the north west corner of the site. They are a pair of two storey semi-detached properties with upper floor windows which face onto the road. The southern side of Hawkley Road alongside the application site and in front of these properties is lined by substantial mature trees and hedging. There is also a further belt of trees along the western site boundary. The site is therefore well screened from views particularly during the Spring and Summer months. The outlook of these properties and those further west on Hawkley Road would not therefore not be significantly affected.
- 8.14 Concern has been raised about noise and disturbance. Given the intended level of use and the distances of properties to the site there is unlikely to be significantly harmful prolonged noise and disturbance to local residents. Furthermore, it is likely that the majority of traffic would be coming from Liss and so cars would be entering the site before reaching properties further along Hawkley Road. The car park area is also at the north eastern corner of the site, behind boundary trees and hedging, where it would be a good distance away from neighbouring properties to avoid significant disturbance from people arriving and leaving the site.

#### Ecology and trees

- 8.15 No objection has been raised by the county ecologist. The car park would be a sufficient distance from the field boundaries and on cultivated land. No response has been received from the arboricultural officer, however, the parking area is a good distance from substantial



boundary trees and permeable material is proposed to be laid on the ground without any excavation works. Given the distance to mature trees, ground compaction issues from vehicles may not be a significant issue.

#### Cultural heritage

- 8.16 The site is approximately 240m from an important site of a Roman Villa. The First Purpose and the NPPF outline that great weight should be given to the conservation and enhancement of heritage assets. The Archaeologist has not raised an objection given that no engineering works are proposed which would involve stripping topsoil. The aggregate for the car park would be laid without any excavation. The land would be rolled and seeded but otherwise its topography would not be significantly altered. For these reasons no objection is raised regarding the impact upon cultural heritage. No conditions have been recommended by the Archaeologist.

#### Drainage and infrastructure

- 8.17 The drainage engineer has recommended conditions to secure adequate drainage for the site. The majority of the site would be left to grass and the car park area would comprise of permeable material. Given these considerations, there could be a neutral impact in regard to surface water drainage. Conditions requiring a drainage scheme have not therefore been recommended. Furthermore, minimal ground disturbance would be beneficial in order to minimise the risk to potential archaeology.
- 8.18 Southern Gas Networks (SGN) have not objected but have recommended conditions. There is a high pressure pipeline which runs under the proposed parking area and SGN's recommended conditions are: (1) the parking area will need to be constructed in accordance with their policies (eg. no mechanical excavation is permitted within the 3m easement); (2) no stands of lighting equipment permitted within the easement; (3) any permanently covered sections over the pipeline are subject to surveys; and (4) there is no increase or decrease in depth of cover over the pipeline. The proposals could accord with proposed conditions 1-3, however condition 4 would not be met insofar as 150mm of new surfacing material would be placed on top of the pipeline. Officers are querying this with SGN and Members will be updated on this issue.

#### Contributions

- 8.19 The application would not be subject to any on or off site contributions.

### **9. Conclusion**

- 9.1 The proposed development is acceptable in this location. Sites for new sports pitches in Liss have not been achievable in the draft Neighbourhood Plan, for which there is demand, and this site would be a suitable site taking into consideration the current arrangements of the Club and the minimal landscape impact.
- 9.2 In conclusion, the Highways Authority does not object to the use of the existing access and would wish to see new signage to make drivers aware of the access. There would be no detrimental impact upon cultural heritage, ecology and trees or the amenities of surrounding properties. Installing new drainage would be over engineering the proposals and given the site would predominantly remain as grass, the permeable material proposed for the parking and storage area and archaeological considerations conditions have not been included in the recommendation.

### **10. Reason for Recommendation and Conditions**

- 10.1 The application is recommended for approval subject to the following conditions:
- I. 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). To comply with Section 51 of the Planning and Compulsory Purchase Act 2004.

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 shall commence until the details of the material(s) for the parking and storage area, including samples of such materials, have been submitted to and approved in writing by the Local Planning Authority. These details shall include any other materials for the demarcation of the vehicle spaces, the pathways around the disabled parking spaces and the edges of the parking area.

Reason: To enable the Local Planning Authority to control the development in detail in the interests of the character and appearance of the area and the quality of the development, in accordance with policies CP29 and CP20 of the East Hampshire District Local Plan Joint Core Strategy 2014, the NPPF and First Purpose of a National Park.

4. Prior to the development being brought into use, the parking area shall be completed in accordance with the approved plans and thereafter be used for such purposes at all times.

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

5. Prior to the development being brought into use, details of signage at the site access shall be submitted to and approved in writing by the Local Planning Authority. Once approved and prior to the development being brought into use, the signage shall thereafter be installed and maintained in a satisfactory condition.

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

6. Prior to the development being brought into use, a detailed landscape scheme for the southern site boundary shall be submitted to and approved in writing by the Local Planning Authority. These details shall include

- I. a schedule of plants, noting species, planting sizes and proposed numbers/densities where appropriate;
- II. planting methods;
- III. a timetable for implementation; and
- IV. a schedule of landscape maintenance for a minimum period of 5 years.

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 in accordance with policies CP29 and CP20 of the East Hampshire District Local Plan Joint Core Strategy 2014, the NPPF and the First Purpose of a National Park.

7. The use of the development hereby approved shall be limited to between the times of 09:00 to 12:00 on Saturdays and 13:00 to 16:00 on Sundays and between 1<sup>st</sup> September and 31<sup>st</sup> May in any calendar year.

Reason: In the interests of amenity of the area, in accordance with policy CP29 and CP20 of the East Hampshire District Local Plan Joint Core Strategy 2014, the NPPF and the First Purpose of a National Park.

## **II. Crime and Disorder Implication**

- II.1 It is considered that the proposal does not raise any crime and disorder implications.

## **12. Human Rights Implications**

- 12.1 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.

## **13. Equality Act 2010**

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

## **14. Proactive Working**

- 14.1 In reaching this decision the Local Planning Authority has worked with the applicant in a positive and proactive way, in line with the NPPF.

**TIM SLANEY**  
**DIRECTOR OF PLANNING**  
**South Downs National Park Authority**

Contact Officer: Richard Ferguson

Tel: 01730 819268

email: [richard.ferguson@southdowns.gov.uk](mailto:richard.ferguson@southdowns.gov.uk)

Appendices I. Site Location Map

SDNPA Legal Services, Development Manager.

Consultees

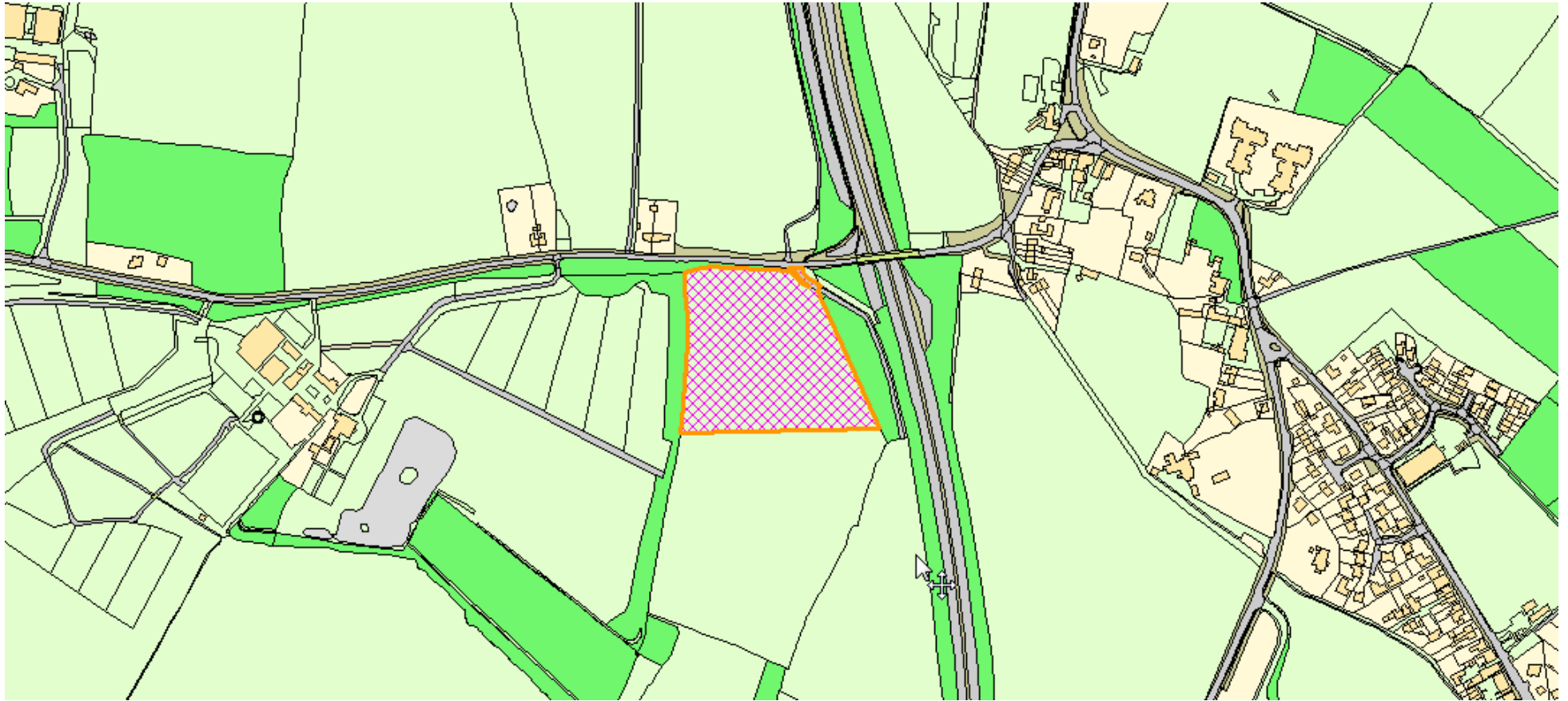
Background Documents [All planning application plans, supporting documents, consultation and third party responses](#)

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

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

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

**Agenda Item 13 Report PC21/17 Appendix I Site Location Map**



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