

Report to	Planning Committee
Date	18 January 2018
By	Director of Planning
Local Authority	Minerals Planning Authority
Application Number	SDNP/17/04623/FUL
Applicant	Mr Stephen Hill
Application	Small-scale Soil Recycling Facility
Address	The Lambing Yard, Church Lane, Hambledon, Hampshire, PO7 4RT

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

Executive Summary

This application has been submitted to seek permanent planning consent for the soil recycling facility currently operating at The Lambing Yard, Windmill Down Farm. The operation was given temporary planning permission for a period of 5 years in 2012 and this has recently since expired. Prior to the temporary consent being granted, the soil recycling facility had been operating within the site without the benefit of planning permission since 2007.

The revised scheme subject of this report differs from that previously permitted in that it does not seek to establish an overall throughput tonnage limit for the site. Rather, as amended, the application proposes to reduce the allowed maximum number of HGV vehicles visiting the site per day. However, it is considered that an annual tonnage limit is required in order to control any future expansion of the operation in the interest of protecting the amenity of local residents and the South Downs National Park.

The site is well contained within the landscape and is closely associated with the existing farm buildings that are utilised as grain stores and for storage of farm machinery. Subject to the imposition of suitably worded conditions that restrict the overall annual soil tonnage throughput and control the site operations, the proposals would not harm the wider landscape; the character and appearance of the area; highway safety; or the amenities of surrounding properties for the reasons set out in the report and approval is recommended.

The application is placed before Committee at the request of the Parish Council and the previous Committee consideration of the temporary planning permission for this site.

I. Site Description

- I.1 The Lambing Yard, Windmill Down Farm is located approximately 1.2km to the north of the village of Hambledon in Winchester District (see **Appendix I**).
- I.2 The site is accessed via Church Lane which joins Green Lane (B2150) immediately south of the junction with Brook Lane. Church Lane is a lightly trafficked, single lane leading to the eastern end of the village of Hambledon to the south of the site.

- 1.3 The Lambing Yard is located in a relatively sparsely populated area dominated by open, undulating arable land defined by native hedgerows interspersed with mature trees. In the wider area there are a number of woodland areas such as Brooks Copse to the northeast, Upper/Lower Granville Copse to the northwest and, on higher ground, Lithey's Hanger to the southwest.
- 1.4 The closest residential dwelling to the site is located approximately 250 metres to the west.
- 1.5 Windmill Down Farm is a 440 acre farm. The applicant has been operating within this site since 2007. The red line site subject of this application is 0.63 ha (approx.) and includes part of the Lambing Yard and an area of the adjoining field to the south. The submitted site layout plan ALS/1424/003/D (**Appendix 2**) shows which of the existing buildings within The Lambing Yard fall within the applicant's operation.
- 1.6 The soil operating facility subject of this application include a soil storage and screening area, associated offices, covered storage of processed top soil, fuel storage tank and a vehicle equipment storage area. The site entrance is utilised by both farm and vehicles associated with the soil operation.

2. Proposal

- 2.1 This retrospective application seeks to allow for the continued importation of inert soil for processing and exportation by the operator Alsoils. Alsoils general business also provide a landscaping service in addition to the inert soils processing. The application does not propose an overall maximum yearly tonnage amount to be processed by the site but instead asserts that the size of the site, nature of the operation and a restriction on the number of vehicles to the site will restrict the soil throughput tonnage to that of a small scale soil operation.
- 2.2 Alsoils source raw material from building and clearance sites, it is stated within their submission that this material would be otherwise sent to landfill. The material is initially visually screened either at source or upon arriving at the site. The applicant's business supplies high end top soil and accordingly loads with a higher soils content than aggregate are required.
- 2.3 The inert soil is delivered either by Heavy Goods Vehicles (HGV) or Light Goods Vehicles (LGV) to the soil storage and screening area, (see appendix 2), where it is sorted by loading shovel and by hand to remove waste materials. This material that has been sorted out is sent to landfill once there is sufficient quantity to make a full load. The remaining soils are stockpiled where they await screening through one of the two screeners within The Lambing Yard. The proposed maximum daily vehicle movements in association with the soil processing operation are 15 a day, (each way), with a daily maximum of 9 HGV movements, (each way). This is a reduction in the number of HGV vehicles; the previous temporary consent had no limit on the number of HGV trips within the overall vehicle limit for the site as conditioned.
- 2.4 Material that is screened out is set aside for recycling at Raymond Browns facility in Segensworth. No crushing or processing takes place on site and the screened out material consists of materials such as stone, concrete, brick, rubble, hardcore.
- 2.5 The end product is saleable topsoil or subsoil. These soils are transferred from the processing area to the soil barn for storage prior to exportation.
- 2.6 The operation supplies Councils, individual landscapers and other trade customers. The applicant also sells to private customers but not directly from the site.
- 2.7 The hours of operation proposed by the applicant are 7am to 6pm Monday to Friday and 7am to 1pm on Saturdays. With the screener being operational an hour later each day from 8am. No additional lighting is proposed.

3. Relevant Planning History

- 3.1 The following paragraphs provide an overview of the planning history of the site and surrounding land/buildings.

- 3.2 Temporary planning permission was granted by Hampshire County Council (HCC) in 1994 for a tyre transfer station (App No: 94/01434/OLD). A subsequent application for the removal of tyres by processing was granted by Hampshire County Council in 1995 for a limited period up to January 1997 (App No: 95/01335/OLD).
- 3.3 Winchester City Council (WCC) approved a replacement grain store in 2010 (App No: 10/00484/APN)
- 3.4 The current activity at The Lambing Yard was brought to the attention of Hampshire County Council's Compliance/Enforcement Department due to an application for an Operator's Licence. The subject site has been used as an inert soil waste transfer station since August 2007.
- 3.5 In order to regularise this planning breach an application was submitted in 2012 and planning permission was granted under application no. 12/00713/SHCS on 25 September 2012, for an inert soils waste transfer station with soil screening for a temporary period of five years. This consent expired on the 25 September 2017 and the current application now seeks permanent planning permission with revisions to continue the operation.

4. Consultations

4.1 Environmental Health – Comments

Environmental Health records show that a couple of noise complaints were made during the temporary consent period and on one occasion noise monitoring equipment was installed into a resident's property. This revealed that the noise from soil screening was audible but was not intrusive enough to confirm that it was causing statutory nuisance under Environmental Protection Act 1990.

It is important to recognise that, in addition to the soil screening plant at Alsoils which is only operated during the daytime, there are grain dryers that operate for 24 hours a day from an alternative location on the same site (and which are not included within the scope of this application). The Environmental Health Officer, (EHO), suspects that some of the objections to this application that cite disturbance from noise throughout the day and night may be referring to the noise from grain dryers.

The EHO has read the Noise Impact Assessment submitted by 24 Acoustics (ref: R7029-1 Rev 4) and is in agreement with its conclusions, i.e. that the noise from the plant will not be at a significant level that it is detrimental to the amenity of the locality such that there are insufficient grounds to refuse this application on the basis of noise.

However, it is advised that in the wider scope as a National Park and considering the tranquillity of the area, it is recognised that the noise will be audible and will contribute to the noise climate. The SDNPA may wish, therefore to further restrict the hours of operation of the plant to start later than the hours proposed.

The EHO note in the Operations Strategy (Version 1.0) that the applicant has offered a 'Noise Strategy' which includes a list of housekeeping rules for minimising noise and asks that a condition is added to commit the applicant to comply with this strategy.

A key to ensuring that noise levels do not increase over time would be to limit the operations and it is advised that conditions are imposed to ensure that this remains a small scale soil facility, i.e. restricting soil throughput, vehicle movements and hours of operation.

4.2 Parish Council– Objection.

In April 2016 Windmill Down Farm requested pre-application advice on a proposal to create a new access road to the Lambing Yard – it was Hambledon Parish Council's view that the Lambing Yard was not a suitable location for the operation. The Parish Council has participated in liaison meetings organised by the applicant's agent and has read the application and supporting papers. They state that they have seen and heard nothing which causes them to change their views. The pre-application advice provided by the SDNPA went further than this, in highlighting that the location was inconsistent with the Hampshire minerals and waste plan (HMWP). Here is the relevant paragraph from the SDNPA's decision, 10th June 2016): *Policy 29: 'Locations and sites for waste management' of HMWP lists*

the locations in which waste recycling/ recovery of treatment facilities are considered acceptable. The policy favours sites (i) within urban areas in the north- east and south Hampshire, (ii) Areas along the strategic road corridors and (iii) areas of major new or planned development. As the site does not fall within locations i – iii, it is necessary to consider it against part 3 of this policy which states that development in other locations will be supported where it is demonstrated that: (a) the site has good transport connections to sources of and/or markets for the type of waste being managed; and (b) a special need for that location and the suitability of the site can be justified.

It is the Parish Council's view (a) that the site does *not* have good transport connections; and (b) that the applicant has presented no evidence of a special need for the location. Furthermore, the site is unsuitable for the operation by reason of disturbing the relative tranquillity of this area of the SDNP, contrary to Strategic Policy SD7. Therefore, we see no reason to deviate from policy 29 of the HMWP

The SDNPA's main conclusion within the pre-application response was: *Having regard to the above concerns, and in the absence of information to support the proposal, an application for either a permanent use or an extended use is unlikely to be viewed favourably.* It is the Parish Council's view that the new submission does little to alleviate the SDNPA's stated concerns, and that the application should therefore be refused.

4.3 **HCC Highways – No objection**

There are no changes proposed to the current working hours (7:00am to 6:00pm Mondays to Friday, 7:00am to 1:00pm on Saturday with no working taking place on Sundays or Public or Bank Holidays.)

Site Access

The site is accessed from Church Lane and all HGVs accessing the site are asked to do so via the B2150, Brook Lane, Green Lane then Church Lane (as outlined on the Site Information sheet within the Operations Strategy). Vehicles exiting the site are also required via a planning condition to only turn left out of the site on to Church Lane.

Transport

The Planning Statement includes sections on 'HGV and LGV Movements' and 'Highway Movements and Access'.

Trip generation

The applicant has stated that they are not seeking to increase the daily HGV/LGV limit of 30 movements (15 in and 15 out) as set via a planning condition. They are also seeking to reduce the weekly limit of HGV/LGV movements to 150 (75 in and 75 out) which is 15 fewer than at present.

Accident data

An analysis of Personal Injury Collisions recorded on Church Lane (from the site access to its junction with Green Lane), Green Lane to Brook Lane and a section of the B2150 between 1 May 2012 and 30 April 2017 has been included in Appendix D of the Planning Statement. This shows that no accidents were recorded within this 5 year period.

HCC Highways is therefore satisfied that the accident record has not identified any patterns that are likely to be exacerbated by this application.

Recommendation

From a review of the information contained in the application, HCC Highways states that they are satisfied that this proposal will not have a significant impact on the highway. No highways objections are raised to this application subject to the retention of all previous highway conditions.

4.4 **Winchester City Council Landscape Officer and Biodiversity Officer– No Objection**

4.5 **Natural England – No objection**

5. Representations

22 representations were received in respect of this application. Of this 19 individual letters of objection were received from 14 individuals, (including 7 letters from the same property address) and one letter of objection from CPRE.

3 letters of representation in support of the application have been received.

One of the representations received assesses the submitted planning statement in detail and is available for Members to read in full on the Public Access Record.

The points of consideration raised by the representations are summarised below;

Objection

- Site initially operated without planning consent and there have been numerous breaches of the planning conditions.
- Concerns that proposed Operation Strategy will not be adhered to given previous planning breaches at the site.
- Lack of transparency and inaccurate information has been supplied within Planning Statement and Additional Information submitted with regard to previous compliance.
- Insufficient justification for this business to be located within the National Park – most of the sites that the operator works with fall outside of the SDNP and the business does not serve a local need.
- The farm operations that are run from the same site create ambiguity when monitoring compliance with conditions.
- Difficult to accurately monitor throughput of material into the site as there are two entrances and no weighbridge.
- A tonnage limit for the site is not unenforceable and a 5,000 tonne limit should be imposed.
- Impact on highway safety – rural lanes are too narrow for volume of HGV traffic serving the site.
- Wear and tear caused to rural lanes due to operation traffic – who pays for mending the roads.
- Green Lane is becoming a rat run for lorries.
- HGV's linked to operation are causing damage to highway verges – the roads then get covered with mud that get washed down drains causing flooding.
- No evidence within to the site Operations Strategy that establishes what actually is the maximum tonnage capacity of the site.
- Local residents note little seasonal variance in operations.
- Impact on general amenity of local residents.
- Impact of noise from trucks, screener and onsite operations on the occupiers of local dwellings and the tranquillity of the Nation Park.
- Impact of light pollution on dark night skies and on the occupiers of local dwellings from site lighting and flashing lights of vehicles.
- The existing landscape planting is inadequate and provides little screening.
- Screener is located outside of redline as shown on Google maps.
- Impact on privacy - HGV drivers travelling to and from site are able to look over boundary fence and into residential property.
- HGV's are eroding grass verges surrounding the site.
- Concerns that the two screeners on site will be used concurrently thus increasing the capacity of the site – capacity of actual screeners is excessive for small scale operation.
- The site operator's website states that they supply to both retail and trade customers.
- Storage of onsite of material must be monitored to ensure that it is not being stored in farm buildings, outside the site redline or that the stock piles are not too high.
- Records could be deleted from the CCTV system and the 14 day storage period is insufficient. Insufficient paper records collated on site with regard to vehicle movements and throughput.
- Detrimental impact on visual amenity and landscape.

- A more appropriate location would have better road links on a more commercial site.
- Operation conflicts with general purposes of National Park.
- Operation has outgrown this site, pre application response from the SDNPA in 2016 for a new road to service the site supports this.
- Lack of viable alternative sites is not a justification for continuing the operation within the National Park.
- Application does not demonstrate the operation is necessary for the farm viability and required diversification to support the farming operation.
- Concerns about effectiveness of Liaison Group with regard to the future management of the site.
- If planning consent were to be granted tightly controlled conditions would be required.

Support

- The application has had little or no impact on our quality of life, noise or congestion of road or junctions to the site.
- The business provides local employment.
- The recycling facility helps support the environment and should be encouraged.
- Never disturbed by the lorries travelling past on the occasions that they have met on foot.
- Concerned that a family run rural business with strong links to the community is being held responsible for more complex problems in the infrastructure and management of surrounding area and highways.
- Gentle humming noise during nights is an agricultural grain drier – this is disputed by a further objection letter.
- The site is immaculate and well organised, never witness debris being dropped by vehicles.
- Operation supports diversification of countryside.

Objection from Campaign to Protect Rural England (CPRE)

The applicant seeks planning consent for the continued use of this site for soil processing. Temporary permission was granted in 2012 in order to assess whether this processing activity was causing a loss of amenity to neighbours and an intrusion into the South Downs National Park.

We understand that the current activity on this site is causing direct loss of tranquillity affecting the experience of users of the Wayfarers Walk and those living in the vicinity, due to noise caused by processing and associated lorry and digger movements in this very rural location.

Accordingly, we consider that continued use of the site for soil processing would not conserve or enhance relative tranquillity, contrary to national park purposes and to Policy SD7 of the emerging SDNP Local Plan.

6. Planning Policy Context

6.1 Applications must be determined in accordance with the Development Plan unless material considerations indicate otherwise. The statutory development plan in this area is the **Hampshire Minerals and Waste Plan (2013)** and the following additional plans:

- Winchester District Local Plan Part I Joint Core Strategy (2013)
- Winchester District Local Plan Review (2006)

6.2 The relevant policies to this application are set out in section 7, below.

6.3 National Park Purposes

The two statutory purposes of the SDNP designation are:

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

- 6.4 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.

7. Planning Policy

Relevant Government Planning Policy and Guidance

- 7.1 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.

National Planning Policy Framework

- 7.2 The following National Planning Policy Framework sections have been considered in the assessment of this application:

- Achieving sustainable development
- Building a strong, competitive economy
- Supporting a prosperous rural economy
- Requiring good design
- Meeting the challenge of climate change, flooding and coastal change
- Conserving and enhancing the natural environment

- 7.3 The NPPF states at paragraph 115 that “Great weight should be given to conserving landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to landscape and scenic beauty. The conservation of wildlife and cultural heritage are important considerations in all these areas and should be given great weight in National Parks and the Broads”.

Major development in National Parks

- 7.4 Paragraph 116 of the NPPF follows on by stating that:

“Planning permission should be refused for major developments in these designated areas except in exceptional circumstances and where it can be demonstrated they are in the public interest. Consideration of such applications should include an assessment of:

- The need for the development, including in terms of any national considerations, and the impact of permitting it, or refusing it, upon the local economy;
- The cost of, and scope for, developing elsewhere outside the designated area, or meeting the need for it in some other way; and
- Any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that could be moderated.”

- 7.5 It should be noted there are two limbs to the criteria outlined above relating to ‘exceptional circumstance’ and the ‘public interest’. Both have to be satisfied if major development is to be considered acceptable within the National Park.

NPPW: Waste

- 7.6 On 6 March 2014, the Government published National Planning Practice Guidance (NPPG) notes to accompany the NPPF. These guidance notes are a material consideration in the assessment of this application. Contained within the NPPG is a section on Waste Planning and sets out the Government’s approach to planning for Waste management in both plan-making and the decision-taking process.
- 7.7 The National Waste Plan (NPPW) 2014 is also considered relevant for this proposal. The NPPW sets out detailed waste management policies and planning authorities should have regard to them when discharging their responsibilities to the extent that they are appropriate to waste management. It sets out the Government's ambition to work towards

a more sustainable and efficient approach to resource use and management, recognising the positive contribution that waste management can make to the development of sustainable communities. Paragraphs of particular relevance to this planning application;

- Paragraph 1 which relates to the sustainable and efficient approach to resource use and management.
- Paragraphs 5, 7 and 8 explain how waste planning authorities should consider waste planning applications.

7.8 The following policies of the **Hampshire Minerals and Waste Plan (2013)** are relevant to this proposal:

- Policy 1: Sustainable minerals and waste development
- Policy 2: Climate change and mitigation
- Policy 4: Protection of the designated landscape
- Policy 8: Protection of soils
- Policy 10: Protecting public health, safety and amenity
- Policy 12: Managing traffic
- Policy 13: High-quality design of minerals and waste development
- Policy 25: Sustainable waste management
- Policy 26: Waste capacity requirements
- Policy 27: Capacity for waste management development
- Policy 29: Locations and sites for waste management
- Policy 30: Construction, demolition and excavation waste development

7.9 The following policies of the **Winchester District Local Plan Part I Joint Core Strategy (2013)** are relevant to this proposal:

- DSI: Development strategy and principles
- MTRA4: Development in the countryside
- CP8: Economic growth and diversification
- CPI0: Transport
- CPI6: Biodiversity
- CPI7: Flooding, flood risk and the water environment
- CPI9: South Downs National Park
- CP20: Heritage and landscape character

7.10 The following saved policies of the **Winchester District Local Plan (2006)** are relevant to this proposal:

- DP.4: Landscape and built environment
- DP.10: Pollution generating development
- DP.11 Unneighbourly uses
- HE.17 Re-use and conversion of historic redundant, agricultural or industrial buildings
- T3. Development layout

Partnership Management Plan (PMP)

7.11 The South Downs Partnership Management Plan (SDPMP) was adopted on 3 December 2013. It sets out a Vision and long term Outcomes for the National Park, as well as 5 year Policies and a continually updated Delivery Framework. The SDPMP is a material consideration in planning applications and has some weight pending adoption of the SDNP Local Plan.

7.12 The following Outcomes and Policies are of particular relevance to this planning application:

- Outcome 1: The landscape character of the National Park, its special qualities and local distinctiveness have been conserved and enhanced by effectively managing land the negative impacts of development and cumulative change.
- Policy 1 - Conserve and enhance the natural beauty and special qualities of the landscape
- Policy 3 - Protect and enhance tranquillity and dark night skies.

- Policy 55: Promote opportunities for diversified economic opportunities to ensure balanced communities in the National Park.
- Policy 56: Support appropriate renewable energy schemes, sustainable resource management and energy efficiency in communities and businesses in the National Park, with the aim of meeting Government climate change targets.
- Policy 57: Manage waste using the principles of a waste hierarchy from, in priority order, prevention, preparing for re-use, recycling and other recovery and disposal.

The Draft South Downs Local Plan

- 7.13 The South Downs Local Plan: Pre-Submission Local Plan was published under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012 for public consultation between 26th September to 21st November 2017. After this period, the next stage in the plan preparation will be the submission of the Local Plan for independent examination and thereafter adoption. Until this time, the Pre-Submission 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 may be given to policies in emerging plans following publication unless other material considerations indicate otherwise. Based on the current stage of preparation, along with the fact that the policies are compliant with the NPPF, the policies within the Pre-Submission Local Plan referenced are currently afforded some weight. The following policies of the are relevant to this proposal:

- SD1 - Sustainable development
- SD2 - Ecosystems services
- SD3 - Major development
- SD4 - Landscape character
- SD5 - Design
- SD6 - Safeguarding views
- SD7 - Relative tranquillity
- SD8 - Dark night skies
- SD9 - Biodiversity and geodiversity
- SD17 - Protection of the water environment
- SD19 - Transport and accessibility
- SD39 - Agriculture and forestry
- SD45 - Green infrastructure
- SD49 - Flood risk management

8. Planning Assessment

Consideration of whether the proposal constitutes major development

- 8.1 The submitted scheme has been assessed in regard to whether it would constitute major development. Taking into account Counsel's advice to the Authority on major development, it is considered that the proposal does not have the potential to have a serious adverse impact on the natural beauty and recreational opportunities of the National Park by reason of its scale, character or nature, in the context of the surrounding landscape character, farm setting and the level of activity associated with the proposed use.
- 8.2 If the scheme was considered to be major, one of the considerations of paragraph 116 of the NPPF is to demonstrate that the proposals would not be located outside of the National Park. However, this would only be a requirement if the proposal were considered to be major, as evidence relating to a site selection process is not a requirement in development plan policy and applications are therefore judged on their merits. On this basis, given consideration to the nature of the operation, it is considered that the proposed development is not a major development. Notwithstanding the above, visual, amenity and traffic impacts are all important considerations and are addressed below.

Principle of development

- 8.3 The Officer considers that it is concerning that the application as submitted does not propose a maximum limit on the annual throughput of soil to the site. The Additional

Information submitted by the applicant, (in an attempt to further justify that there should be no condition attached to a planning consent that limited the annual throughput), stated that the site throughput is constrained by a number of factors including: the size and physical capacity of the site; restriction on vehicle movements; that as 60-70% of movements into the site are empty, the demand for this high-quality top soil is limited; and that weather and soil conditions restrict the volume of soil that can be screened. Whilst note is taken by the Officer in regard to the limitations of this site, a number of these assertions are subjective and indeed, the Additional Information submitted, states that a theoretical limit for the site could be up to 30,000 tonnes, (if operating under ideal conditions). It is considered that such a volume in this location could lead to adverse impact on the tranquillity of the Park and accordingly it is necessary to apply a maximum annual tonnage limit for the site.

- 8.4 The applicant advises within the Planning Statement that less than 7,500 tonnes of inert soil are processed annually within the site. The applicant also questions if a tonnage limit condition is actually enforceable, given the difficulty of accurately monitoring the throughput on an annual basis. However, it is considered that suitable conditions can be applied that will allow throughput to be measured. A suitable suite of conditions should include the requirement to keep a full and accurate vehicle movement and delivery log, (the notes that are currently kept by the site operator are somewhat vague and difficult to monitor). An accurate log in combination with two CCTV cameras, which could record activity through both the access to the site and the adjacent farm entrance, would provide a means to effectively monitor the throughput of the site. Therefore, it is considered reasonable and in accordance with the requirements of the NPPF and NPPG to suggest a condition limiting the annual tonnage of inert soil to be processed at the site to 10,000 tpa, (tonnes per annum). This would allow flexibility for the site operators in good years when supply and demand are higher than others.
- 8.5 When the previous application for temporary consent for the site was submitted a screening opinion was issued in relation to the application that concluded that the proposal was not an Environmental Impact Assessment (EIA) development. It was felt that the scale, character and the nature of the development would not have the potential to have a serious adverse impact on natural beauty and recreational opportunities afforded by the National Park Designation and therefore that the operation was not EIA development.

Location and Need

- 8.6 The applicant has clarified the current client base extends beyond the boundary of the National Park. Given the close proximity of the site to the boundary, this is to be expected. Maps included within the submitted Planning Statement (pg. 31, figure 6.1 Raw Material Sources and pg. 32, figure 6.2 Customer Base) show that the operation provides a relatively local service with an estimated 75% of raw material sourced within the SDNP and 40-45% of sales to customers based within the SDNP. It is concluded that, in line with the previous temporary consent, this local catchment reflects the small scale nature of the operation.
- 8.7 The applicant has stated within the initial application for temporary consent, and again within this current application, that the small scale nature of the operation means it is not economically feasible to rent industrial land and the symbiosis with the farming operation allows for dual use of machinery and personnel. Policy 4, (Protection of designated landscape), of the HMWP 2013 does not preclude small-scale waste management facilities for local needs provided that they can be accommodated without undermining the objectives of the designation. Such matters are considered under the relevant headings in more detail later in this report. The SDNPA have a responsibility to ensure that there is sufficient waste management capacity in their areas to move waste up the waste hierarchy and away from landfill. This is an active site that is currently contributing to sustainable waste management by moving waste up the waste hierarchy. Therefore, in accordance with Policy 8, (Protection of soils), of the HMWP 2013, it is considered that the operation appropriately recovers and enhances soil reserves.
- 8.8 HMWP Policy 25 (Sustainable waste management) seeks to divert all waste from landfill to enable the long-term net self-sufficiency in waste movements. Similarly, the National Planning Policy for Waste (NPPW) requires Waste Planning Authorities to assess the

suitability of sites and to support the waste hierarchy of: prevention – preparing for re-use – recycling – other recovery and then disposal. This operation makes a contribution to the recycling capacity of Hampshire and the South Downs National Park and as such supports the principles of the waste hierarchy by reducing the amount of waste requiring landfill disposal. For this reason the proposal is in this regard in conformity with the NPPW and HMWP policy 25, and Policy CPI9 Winchester District Local Plan Part I Joint Core Strategy (2013).

Farm Diversification

- 8.9 Policy 29 (Locations and sites for waste management) of the HMWP 2013 encourages the use of redundant agricultural buildings for waste management and recycling uses. The applicant submitted a pre-application enquiry in 2016 regarding proposed changes to the current operation and enquiring with regard to the likely acceptability of any future application, seeking to make permanent the then current temporary consent. At this time concerns were raised with regard to the information submitted and it was considered *“that it has not been adequately demonstrated that the site has good transport connections to sources and/or markets, or that there is a special need for the permanent or extended use to be located at Windmill Down Farm, therefore the site is currently not in conformity with policy 29 of the HMWP”*. However, it is now considered that this matter has been adequately addressed within the documents submitted to support this application and that based on the evidence put forward within section 6 of the Planning Statement, the principle and need for the development within the farm has now been justified in accordance with the requirements of policy 20 of the HMWP 2013.
- 8.10 Furthermore, the buildings used in connection with the soil recycling operation are redundant farm buildings. The Lambing Yard’s main function in relation to the farm is for the drying and storage of grain. The soils building is open fronted and poorly sealed from vermin, moisture, etc. making it unsuitable for grain storage. There are two grain stores at northern most part of the site, a replacement store was permitted as recently as 2010 by Winchester City Council.
- 8.11 The owner and operator of Windmill Down Farm has written a covering letter submitted alongside the application documentation which states that revenue from the farm’s buildings are essential to the on-going viability of the farm and that the operations represents a farm diversification for the farmer that is an economic necessity.

Landscape and Tranquillity Impact

- 8.12 Policy 4 (Protection of designated landscape), of the HMWP 2013 alongside policies SD4 (Landscape character) and SD8 (Tranquillity), of the emerging SDLP require that minerals and waste development will only be permitted where they conserve and enhance the landscape and tranquillity of the National Park. When the previous temporary consent was granted, the approved documents included an independent assessment of the landscape impact of the proposal has been undertaken by Alison Farmer Associates on behalf of the SDNPA.
- 8.13 This report concluded that the visual impacts of the stockpiling activity on the farm are greatest from Church Lane to the south, Brook Lane to the northeast and East How Road to the west where the views are mainly elevated. Also that visual intrusion occurs as a result of the stockpiled soils/material and machinery and structures on site used for sorting materials and that there is a general lack of visual structure and containment to the site. The report considered that the soil handling area in particular appeared to have extended beyond the tight cluster of farm buildings into open countryside but concluded that these visual impacts are relatively confined in extent and could be substantially mitigated.
- 8.14 This report looked at other aspects of the scheme that needed to be considered to ensure an acceptable development. These included noise impacts, where it was concluded that the activities associated with the site would be likely to have a localised impact on tranquillity but that the noises in themselves are not out of keeping with noises expected in a working farm environment.

- 8.15 The physical erosion of lane verges as a result of the frequency and scale of vehicle along the Church Lane is something which may need to be monitored. This matter has been raised with HCC Highways and they have concluded that the application will not have a significant impact on the highway. A number of local residents have made representations with regard to the impact of the HGV's on local grass verges. However, it is difficult to establish that this damage is directly attributable to the Alsoils operation, as a significant number of tractors and farm vehicles also used this track. During the unannounced and lengthy monitoring visits under taken this year by the SDNPA's Minerals and Waste Monitoring Officer no evidence of damage to the grass verges was noted to have been caused by the traffic associated with the Alsoils operation. However, the Monitoring Officer did record private vehicles driving over the verges. It is noted from photographic evidence provided by local residents that vehicles from the Alsoils operation have breached the grass verges causing damage in the past. However, it is not considered that this damage can be solely attributable to the traffic associated with Alsoils so as to provide a robust reason for refusal for this application.
- 8.16 The Alison Farmer Associates report also noted the invasion of weed species into the adjacent hedgerows and lane verges from soil materials brought to the site. To address this a Hedge Monitoring plan has been included within the Operations Strategy, in conjunction with submitted plan ALS/I424/006/C. Compliance with this information should form a condition of any further planning permission.
- 8.17 Alison Farmer Associates recommended that the landscape and visual impacts could be mitigated through the enhancement of planting along Church Lane adjacent to the site including the planting of new hedgerow trees, and the planting of a new hedgerow and tree belt to the south along the edge of the soil handling area, clearly defining its extent and screening views particularly from the south. Improved boundary planting along the western edge of the soil handling area and farm would also help mitigate views from the west and particularly from East How Road. The report recommended that this mitigation planting should include species typically found in the area and that it would help to reinforce existing hedgerow patterns and contribute to local habitat networks.
- 8.18 In response to the above comments, the applicant submitted and implemented a landscaping plan which enhanced existing hedgerows and proposed an ash and oak plantation to the south of the site which, although still establishing, assists in screening the stockpiled soils and is helping to give the site a physical boundary.
- 8.19 It is considered that appropriate mitigation was approved when the temporary application was granted and that with ongoing conditioning requiring maintenance of the landscaping and with effective monitoring by the SDNPA, the development is considered to comply with Policy 4 of the HMWP 2013 and Policies SD4 and SD5 of the emerging SDLP.

Transport Impact

- 8.20 Policy 12 (Managing traffic) of the HMWP 2013 states that minerals and waste development should have a safe and suitable access to the highway network and that highway improvements will be required to mitigate any significant adverse effects on: highway safety; pedestrian safety, highway capacity and environment and amenity.
- 8.21 Access to the site is gained via Church Lane which joins Green Lane (B2150) immediately south of the junction with Brook Lane. Church Lane is a lightly trafficked, single lane leading to the eastern end of the village of Hambledon to the south of the subject site. HGVs/LGVs associated with the business do not access the site via Church Lane from the south, thus avoiding the village.
- 8.22 The scheme subject of this report as initially submitted proposed to maintain 15 vehicle movements each way to the site with no limitation within this of the number of HGV's. Following officer concerns regarding the future management of the site, and in the interest of neighbouring amenity, the applicant agreed an amendment to the proposed vehicle numbers.
- 8.23 It is now proposed to further limit the number of HGV's as follows (table 1 of the submitted Operation Strategy)

	Maximum limit for all vehicle movements		Maximum HGV (over 16.5 tonne) movement*	
Season	Maximum Weekly Movements (each way)	Maximum Daily movements (each way)	Maximum Weekly Movements (each way)	Maximum Daily movements (each way)
Peak (May, June, July, September)	80	15	45	9
Off Peak (January, February, March, April, August, October, November and December)	75	15	45	9

*** Movements included within the overall total movements**

- 8.24 This is a large reduction in the number of HGV's that potentially could have travelled to and from the site under the scheme as initially submitted, although the maximum daily number of vehicles to and from the site remains unchanged. Furthermore, prior to this reduction of HGV traffic, HCC Highways stated that the information submitted is satisfactory so long as the previous conditions as attached the temporary consent are applied to any subsequent permanent planning permission. Most notably that all traffic movements to and from the site for the proposed purpose should be restricted solely to Church Lane leading north to Green Lane and the B2150.
- 8.25 Given the relatively low number of vehicle movements generated by the inert soil transfer station and the ability to control vehicles travelling through Hambledon village by way of condition, the development is considered to comply with Policy 12 of the HMWP 2013.

Impact on Amenity

- 8.26 Policy 10 of the HMWP 2013 states that minerals and waste development should not cause adverse public health and safety impacts, and unacceptable adverse amenity impacts. Specifically cause unacceptable noise, dust, lighting, vibration or odour.
- 8.27 The closest residential properties to the subject site are located approximately 250 metres to the west and southwest. The proposal has the potential to have a negative impact on amenity through loss of visual amenity, dust, traffic, noise and vibration. These issues have been addressed separately in this report.
- 8.28 There are two Rights of Way (RoW) in close proximity to the subject site. RoW 37 cuts across the field directly north of the subject. It is likely that walkers would continue along Church Lane instead of using the footpath. RoW 13 runs in a north-south direction some 700 metres east of the subject site. The site becomes visible as the footpath meets Brook Lane. Given the distance from the site to RoW 13, it is considered unlikely that footpath users would experience any negative impact over what would be expected from a working farm environment and therefore complies with Policy 10 of the HMWP 2013

Operational Issues

- 8.29 Residents have raised concerns with regard to suspected non-compliance with previous conditions imposed on the temporary consent and the ambiguity with what is to be considered as farm related vehicles and those related to the Alsoils operation. The residents concerned state that they have little faith that the site will operate in accordance with applied conditions if the site is to be granted planning consent.
- 8.30 However, it is considered that with robust planning conditions and site monitoring in line with the SDNPA's minerals and waste monitoring procedures that an acceptable operation

within this site can be managed. This site has been subject to significant monitoring and compliance work in 2017 and the site has been found to be in general compliance with conditions on each visit.

Protection of Water resources

- 8.31 The site is not located near any watercourses or in an area at risk of flooding. With regards to ground water, it is unlikely that the operations will have a negative impact due to the inert nature of the material. In response to the application for temporary consent, the Environment Agency confirmed that hardstanding is not required. There may be risk of pollution through oil/fuel spills from tanks and vehicles however it was considered that these risks can be mitigated against by condition. A drainage scheme was submitted and approved when temporary planning permission was granted and remains unchanged. The submitted plan detailing the existing provision on site should be conditioned and an appropriate condition applied with regard to fuel storage.

Air Quality

- 8.32 Dust is only likely to be an issue during extended dry periods. The applicant has proposed number of measures with the Operation Strategy including having a water bowser on standby should dust become a problem, this can be conditioned to mitigate any risks. Environmental Health have been consulted and raise no concerns with regard to the suitability of the submitted scheme.

Noise and Vibration

- 8.33 While the applicant has argued that the noises associated with the soils conditioning operation are not dissimilar to those found in a working farm environment, it is still considered necessary to assess the impact on residential amenity.
- 8.34 An updated Noise Assessment has been submitted to support this application and although there have been complaints with regard to noise pollution from the site over the years of operation, HCC Environmental Health have not objected on grounds of noise pollution. It is considered necessary to mitigate against possible future sources of noise such as poorly maintained machinery and reversing sirens through the imposition of suitable conditions. Having regard to the mitigation measures proposed, the development is considered to be in accordance with Policy 12 of the HMWP 2013.

9. Conclusion

- 9.1 In conclusion, the site has been operating since 2007 as an inert soil transfer station with associated screening. The site provides a beneficial facility, contributing towards recycling and sustainability in providing recycled soils for development and diversion of waste for landfill. The tonnage imported and exported from the site is small scale in nature and the facility services a relatively local market including customers within the National Park. Since the granting of temporary planning permission in 2012 there have been a number of complaints made with regard to the scheme, particularly with regard to the impact of the HGV's travelling to and from the site and with regard to general residential amenity. However, it is considered possible to mitigate against potential issues regarding traffic, noise, dust and visual impact by way of more restrictive conditions that can be actively monitored by the SDNPA as part of the Minerals and Waste site monitoring protocol. Therefore the proposal is considered not to conflict with National Park purposes. On balance, it is considered that a further temporary permission is unnecessary given the findings of recent site monitoring and that a previous temporary permission has been given.
- 9.2 It is recommended that permission be granted for the following reasons: The development contributes to driving waste up the waste hierarchy in accordance with NPPW at a scale that is considered appropriate for the South Downs National Park. The development is considered to, subject to conditions, have an acceptable impact on landscape, environment, local amenity, highway capacity and safety. The proposal therefore complies with national policy guidance set out in the National Planning Policy Framework, and Policies 4, 8, 10, 12, 25 and 29 of the Hampshire Minerals and Waste Plan and Policy CPI9 Winchester District

10. Reason for Recommendation

10.1 It is recommended that the application be permitted subject to the following conditions:

1. 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: To ensure that the development is carried out in accordance with the approved plans.
2. The site shall only be used for the storage, transfer and screening of inert soils and for no other purpose. No minerals, compostable materials or other waste materials shall be imported to, treated at and exported from the site, other than material extracted from the inert soil during the screening process.
Reason: Other materials raise policy, environmental and amenity issues that would require consideration afresh and in order that the Local Planning Authority can limit use of the site to that permitted and to safeguard the character and appearance of the South Downs National Park.
3. No more than 10,000 tonnes of inert soils a year shall be transported to the site.
Reason: In the interests of the amenity of the area.
4. For the months of May, June and July there shall be an overall maximum total of 80 vehicle movements (each way) per week and no more than 15 vehicle movements (each way) per day. For the months of January, February, March, April, August, September, October, November and December there shall be an overall maximum total of 75 vehicle movements (each way) per week and no more than 15 vehicle movements (each way) per day.
Reason: To limit the volumes of traffic in the interests of the amenity of residents on and near the approaches to the site.
5. The overall total movements hereby permitted through condition 4 shall include a maximum of 45 HGV movements (each way) (over 16.5 tonne) per week and a maximum of 9 HGV movements (each way) (over 16.5 tonne) vehicle movements per day.
Reason: To limit the volumes of traffic in the interests of the amenity of residents on and near the approaches to the site.
6. A written record of all vehicles entering and exiting the site associated with the permission hereby granted shall be kept onsite and shall be made available to the Local Planning Authority for inspection upon request any time during site operating hours. Such records shall contain the vehicles weight, the quantities (in tonnes) of materials delivered to the site and all materials removed from the site, registration number and the time in and out and date of the movement.
Reason: To limit the volumes of traffic in the interests of the amenity of residents on and near the approaches to the site.
7. All Vehicle movements entering and leaving the site shall be captured on high definition CCTV. Records should be kept for a period of one month and must be made available as required for inspection by the Local Planning Authority any time during site operating hours. There shall be two CCTV cameras, located as shown on plan ALS/1424/004/D submitted 16 November 2017, and both shall remain operational at all times and maintained in accordance with the Operation Strategy rev.2 submitted 5 January 2018.
Reason: To limit the volumes of traffic in the interests of the amenity of residents on and near the approaches to the site.

8. No access or egress from the site for the soil recycling facility operation shall be obtained other than through the existing gateway from the public highway as shown on plan ALS/I424/003/D submitted 8 September 2017, which shall be retained unaltered throughout the course of the development hereby approved.
Reason: In the interests of the amenity of the area.
9. The size of vehicle delivering to or exporting material from the site must not exceed an 8 wheel, 4-axle truck with a maximum carry weight of 20 tonnes.
Reason: In the interests of the amenity of the area.
10. There must be no more than 3000 tonnes of processed and unprocessed soil stored on site at any one time.
Reason: In the interests of the amenity of the area.
11. No soils shall be stored outside of the processing and storage areas as shown on the hereby approved plan ALS/I424/003/D and all stockpiles shall be kept at height no greater than 3m higher than the level of the land on which they are sited and in accordance with the approved plan.
Reason: In the interests of visual amenity.
12. No crushing or processing of stone, concrete, brick, rubble, hard core or similar materials shall take place on the application site.
Reason: In the interests of the amenity of the area.
13. On cessation of the use of the land as an inert soil recycling facility all plant, machinery, waste and materials shall be removed and the land shall be restored to a state suitable for agriculture within 2 months of such cessation in accordance with a scheme to be submitted to and approved by the Local Planning Authority within 2 months from the date of this permission.
Reason: In order that the Local Planning Authority can limit use of the site to that permitted and to safeguard the character and appearance of the South Downs National Park.
14. The site shall operate at all times in accordance with the approved Operations Strategy rev.2 submitted 5 January 2018, unless otherwise agreed in writing by the Local Planning Authority.
Reason: To ensure a satisfactory development and in the interests of the amenity of the area.
15. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order, 2015 (or any Order revoking and re-enacting or amending that Order) no fixed plant or machinery, buildings, structures, hard standings or private ways shall be erected, extended, installed or replaced anywhere on the site unless written approval in advance has been given by the Local Planning Authority.
Reason: In order that the Local Planning Authority can control any further development within the site and to safeguard the character and appearance of the South Downs National Park.
16. No HGVs or LGVs associated with the development shall enter or leave the site, and no operations shall take place within the site except between the hours of 0700 and 1800 Monday to Friday, and between 0700 and 1300 hours Saturday. There shall be no working on Sundays, Public or Bank Holidays.
Reason: In the interests of the amenity of the area.

17. Only one screener shall be operational at any one time within the site and the screener shall only be in operation between the hours of 0800 and 1800 Monday to Friday, and between 0800 and 1300 hours Saturday. There shall be no working on Sundays, Public or Bank Holidays.

Reason: In the interests of the amenity of the area.

18. The landscaping details as approved under planning permission 12/00713/SHCS, Plan CS504.01 Rev C, shall be maintained throughout the lifetime of the development. Any trees or shrubs which die, are removed or become seriously damaged or diseased shall be replaced in the next planting season by others of similar size and species unless otherwise agreed in writing by the Local Planning Authority.

Reason: To improve the appearance of the site and enhance the character of the development in the interest of visual amenity and contribute to the character of the local area.

19. All vehicles exiting the development shall turn left out of the site and onto Church Lane. Existing signage instructing drivers of the routing shall be maintained at the exit for the duration of the development. The submitted Driver Information Sheet shall be provided for all delivery drivers reminding them of the route to and from the site.

Reason: In the interests of highway safety.

20. There shall be no retail sales to the general public from the site.

Reason: To control volumes of traffic in the interests of the amenity of the area.

21. In order to minimise dust and prevent mud being tracked onto the highway, the measures as set out within section 8 of the Operations Strategy rev.2 submitted 5 January 2018 shall be implemented and complied with for the duration of the development. All loaded vehicles over 7.5 tonnes shall have their loads enclosed within the vehicle or container or covered/sheeted so as to prevent spillage or loss of materials on the public highway. Any remedial measures to be put in place to clear the highway of such material shall be implemented in full accordance with the approved details and be maintained throughout the development

Reason: In the interests of the amenity of the area and highway safety

22. Only the plant and equipment specified in the application shall be used at the site, unless alternatives are agreed in writing with the Local Planning Authority. All vehicles, plant and machinery operated within the site shall be maintained in accordance with the manufacturer's specification at all times, and shall be fitted with and use effective silencers and white noise, or similar, reversing alarms. The measures as set out within section 10 of the Operations Strategy rev.2 submitted 5 January 2018 and the Noise Impact Assessment submitted 8 September 2017 as hereby approved shall be implemented for the duration of the development

Reason: In the interests of the amenity of the area.

23. There shall be no burning of waste (arising from the development hereby permitted) on the application site at any time.

Reason: In the interests of the amenity of the area.

24. There shall be no additional artificial lighting installed on the application site unless agreed in writing with the Local Planning Authority. The existing lighting shall accord at all times with the details provided in section 9 of the Operations Strategy rev.2 submitted 5 January 2018 and Plan ALS/1424/004/D submitted 16 November 2017.

Reason: In the interests of the amenity of the area.

25. Any facilities for the storage of oils, fuels or chemicals shall be sited on impervious bases and surrounded by impervious bund walls. The bund capacity shall give 110% of the total volume for single and hydraulically linked tanks. If there is multiple tankage, the bund capacity shall be 110% of the largest tank or 25% of the total capacity of all tanks,

whichever is the greatest. All filling points, vents, gauges and sight glasses and overflow pipes shall be located within the bund. There shall be no outlet connecting the bund to any drain, sewer or watercourse or discharging onto the ground. Associated pipework shall be located above ground where possible and protected from accidental damage.

Reason: In the interests of protecting ground water supplies.

26. The scheme for the management of surface water run-off from the site as approved under planning permission 12/00713/SHCS and submitted plan ALS/1424/005/C, shall be maintained throughout the lifetime of the development.

Reason: To ensure that surface water from the site is contained and does not run off onto surrounding land or the public highway.

27. All non-recyclable waste material arising from the on-site screening/processing of inert soils shall be disposed of to an authorised facility.

Reason: To prevent stockpiling of non-inert waste on site.

28. The scheme for the prevention of weed species entering surrounding hedgerows and remedial measures to remove such weed species as approved under planning permission 12/00713/SHCS and Operations Strategy rev.2 submitted 5 January 2018 and plan ALS/1424/006/C submitted 8 September 2017 hereby approved, shall be maintained throughout the lifetime of the development.

Reason: In the interest of biodiversity.

29. Within two months of the date of this permission, a Community Liaison Group shall be established in accordance with the terms set out in the hereby approved Operations Strategy submitted 8 September 2017. All associated room hire costs will be covered by the site operator.

Reason: In the interests of the amenity of the area.

11. Crime and Disorder Implication

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

12. Human Rights Implications

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. Equalities Act 2010

Due regard, where relevant, has been taken to the South Downs National Park Authority's equality duty as contained within the Equalities Act 2010.

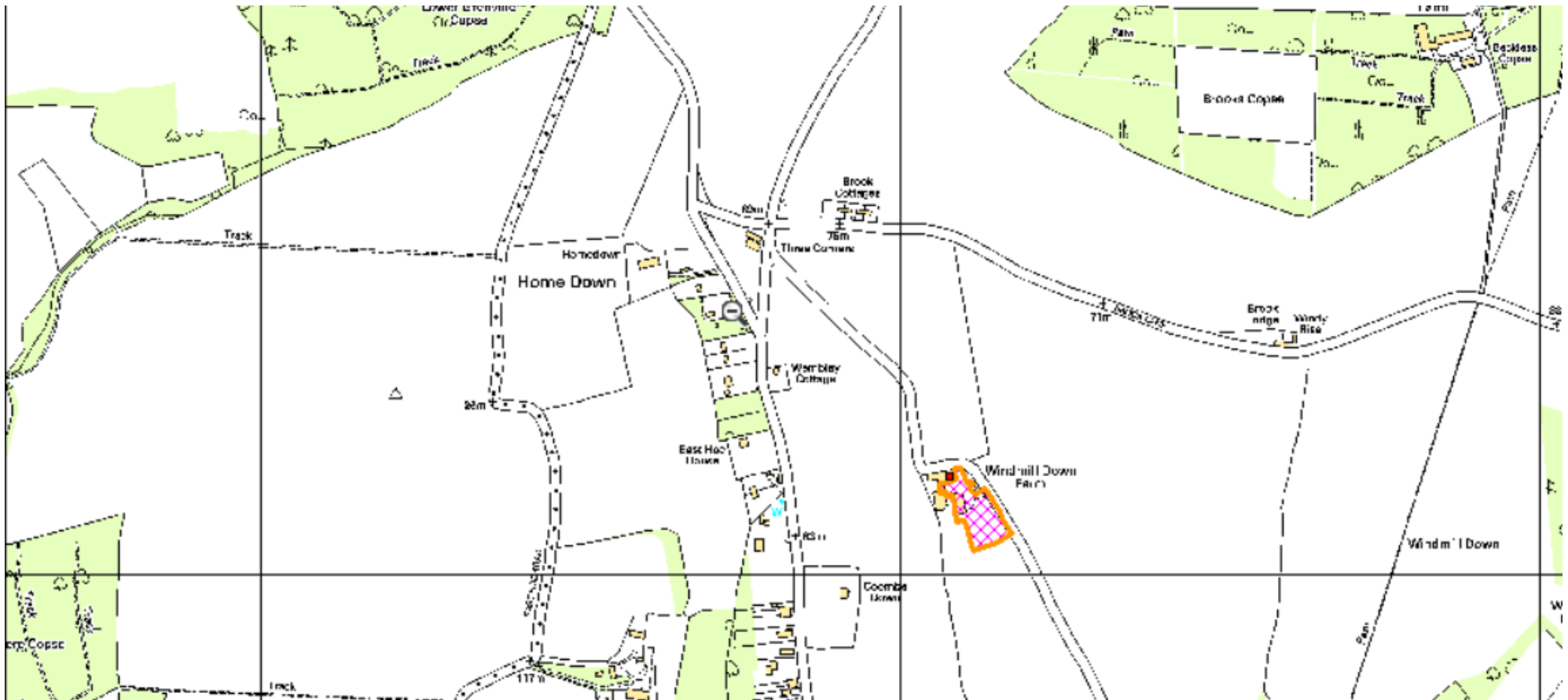
14. Proactive Working

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 the SDNPA Development Management Officer, the opportunity to provide additional information to overcome technical issues and the opportunity to amend the proposal to reduce potential conflict with policy and material considerations as identified by SDNPA Officers and consultees.

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South Downs National Park Authority

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Appendices	<ol style="list-style-type: none"> 1. Site Location Map 2. Site Layout Plan 3. Position of CTV Cameras
SDNPA	Legal Services, Development Manager.
Consultees	
Background Documents	<p>All planning application plans, supporting documents, consultation and third party responses:</p> <p>http://planningpublicaccess.southdowns.gov.uk/online-applications/simpleSearchResults.do?action=firstPage</p> <p>National Planning Policy Framework (2012)</p> <p>https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/60772/116950.pdf</p> <p>South Downs National Park Partnership Management Plan 2013</p> <p>https://www.southdowns.gov.uk/national-park-authority/our-work/key-documents/partnership-management-plan/</p> <p>South Downs Integrated Landscape Character Assessment 2005 and 2011</p> <p>https://www.southdowns.gov.uk/planning/planning-advice/landscape/</p> <p>Development Plan policies</p> <p>http://www.winchester.gov.uk/planning-policy/</p> <p>South Downs National Park Local Plan</p> <p>https://www.southdowns.gov.uk/planning/planning-policy/national-park-local-plan/</p>

Site Location Map



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