

Report to	Planning Committee
Date	14 June 2018
By	Director of Planning
Local Authority	Winchester City Council
Application Number	SDNP/18/01309/FUL
Applicant	Mr Peveril Bruce
Applications	Retention of the existing overflow parking and coach pad at the westernmost corner of the Matterley Estate to be used solely in connection with arrivals and departures during the Boomtown Festival.
Address	Land adjoining Junction A31 and A272, Matterley Estate, Petersfield Road, Ovington Hampshire

Recommendation:

That planning permission be refused for the reasons set out in Paragraph 10.1 of this report.

Executive Summary

Temporary planning approval was granted in 2016 to allow one music festival and one sports endurance event to be held each year on the Matterley Estate. The temporary approval was for a limited period expiring on 31 December 2019 to allow the impact of the number of attendees to the music festival event on the amenities of the area and the special qualities and enjoyment of the National Park to be reviewed. Currently the permission allows for two more festivals to take place (2018 and 2019) until the permission expires. A subsequent application to amend the conditions of the earlier approval to allow the music festival to operate one day earlier, to increase numbers attending to 65,000 to allow for staff/guests and crew, and a small increase in noise levels was considered at Committee in May 2018. Members resolved to approve the application and officers are currently securing the necessary Deed of Variation to the legal agreement before the decision can be issued.

This application seeks retrospective approval for the retention of a coach pad on the corner of the A31 and the A272 on the Matterley Estate to be used solely in connection with arrivals and departures during the Boomtown Festival. The coach pad was used during the 2017 festival with coaches arriving utilising an access further to the south east on the A272 which then heads alongside the A272 in a north westerly direction down to the coach pad. The coaches would then exit at the existing access just to the south east of the junction. A number of coaches also used a vehicular access located just to the north east of the junction between the A272 and A31.

The coach pad was formed using road scalplings with only a minor soil scrape having been undertaken. No excavation was carried out to form the coach pad.

The applicant is seeking permanent permission for the works which have been carried out solely in relation to a use of the land which is subject to a temporary permission.

It is clear that the area in question currently provides a logical location for the arrival of coaches to the Music Festival bearing in mind the links to both the A272 and the A31. The creation of the coach pad has however resulted in harm to the landscape character of the area and it is not considered that this could be mitigated by any planting/landscaping scheme. The merits of the proposal in this respect do not outweigh the visual harm. The application is therefore recommended for refusal.

The application is placed before the Committee because of previous consideration of applications in relation to the site.

I. Site Description

- I.1 The Matterley Estate is approximately 5 kilometres to the north-east of Winchester and is largely accessed via the A31 which divides the two sections of the holding. The estate extends to the north of Winchester Road (A31) to include Hampage Wood and Bushy Close woodland and southwards toward the junction with the A272 including Chilcomb Down. The estate is bounded to the south by the A272 and runs eastwards just beyond Cheesefoot Head. To the east just beyond a neighbouring field is Rodfield Lane. The northern parcels of land beyond the A31 Hampage Woods do not form part of this application.
- I.2 The site includes numerous key characteristics of the wider landscape character area including: the distinctive rounded coomb of the Devil's Punchbowl (Matterley Bowl) which is a striking landmark landscape feature with areas of species rich unimproved chalk grassland on its steep sloping sides; Cheesefoot Head and its long reaching panoramic views – which is one of the South Downs National Park's identified viewpoints; the distinctive hill top beech clump at Cheesefoot Head; and branching dry valley.
- I.3 The estate continues to farm which consists of a dairy unit and an arable enterprise. The dairy unit also produces some value-added products such as milkshakes and runs a commercial shoot. There are a number of activities that occur alongside the farming activity, including an area set aside to explore hydrocarbons (which generates HGV movements daily to remove oil and water), temporary permission to hold two motocross events a year (use of the track is up to four days), tank driving experience days (the temporary approval also allows for one endurance sporting event such as Tough Mudder, although this has not occurred during the period of the temporary approval). The music festivals, such as Boomtown are largely concentrated in the natural amphitheatre known as 'Matterley Bowl', but several venues now occupy adjacent fields and woodland areas (Temple Valley, Chilcomb Down) with associated infrastructure for car parking and camping.
- I.4 The South Downs Way runs through the application site, being accessed to the immediate north west of the Cheesefoot Head Car Park and going in a north easterly direction across the Estate until turning towards the south east (and Rodfield Lane) by the main group of agricultural buildings which are located to just north of the centre of the site.
- I.5 The site is at its highest to the south at the top of Cheesefoot Head with the levels dropping significantly to the north west of here into the bowl. The levels through the site from Cheesefoot Head drop along the South Downs Way gently towards the main agricultural buildings and beyond until shortly rising again before reaching the A31.
- I.6 The site has a number of wooded areas, most notably to the immediate east of the Bowl and to the south of the main agricultural buildings.
- I.7 The land to the west of Rodfield Lane and north east of Cheesefoot Head is known as Matterley Basin and is where the Motocross events have historically taken place. Land to the east of the agricultural buildings has also been used on occasions for 'tank driving event days' (for which a lawful development certificate was issued earlier this year).
- I.8 A number of residential estate properties exist within the site. Beyond the site boundary are a number of scattered residential properties, some along the A31 on the northern side of the road close to the roundabout near the Intech building and also on the southern side of the road in an area known as Orrs Meadow. A small number of properties are located

along Rodfield Lane. No residential properties are located along the A272 near the southern boundary of the site.

- 1.9 The site is situated in the East Winchester Open Downs (A5, South Downs Integrated Landscape Character area), and often allows expansive open views, including from popular elevated Cheesefoot Head viewpoint. The Matterley Bowl is clearly visible from the A272 given the elevated nature of the road.
- 1.10 The specific area in question is located at the corner of the junction between the A272 and the A31. The land rises to the south east and also to the immediate north west on the A31. The coach pad is therefore visible from both the A272 as cars approach down the hill from the south east, and also from the A31 as vehicles approach the junction with the A272. In addition, the wide access to the immediate south east of the junction offers views into the coach pad. The land formerly formed part of the arable farm land within the Estate. Whilst the farm access has been there for some time the formalised hardstanding/pad area has only been formed within the last 18 months in advance of the music festival in 2017.

2. Relevant Planning History

2.1 History in relation to use of land (festivals/etc):

- Certificate of Lawful Use for vehicle driving and storage of ancillary parking and structures – Withdrawn – 4 February 2014.
- SDNP/14/00302/LDE – All non-agricultural related leisure uses including hosting of music festivals and concerts, tank driving, off road vehicle driving, sports events and a steam fair, along with all parking and associated activities with said uses – Refused – 10 June 2015.
- SDNP/15/06484/FUL – Change of use of land from agriculture to mixed agriculture and holding of one music festival event and one sports endurance event in any calendar year (retention of wooden structures within woodland associated with festival use) – Temporary Permission for a limited period expiring on 31 December 2019 – Granted - 3 November 2016.
- SDNP/17/02979/LDE - Use of land for a mixed use for agriculture and the driving of tanks and other military tracked vehicles, and the operation of construction plant and vehicles, for corporate/team building/activity days/experiences between the months of March and October, with the said vehicles stored on the land all year round. The construction of a purpose built driving track (for tracked vehicles); the construction of an area of hardstanding and the permanent siting of an ancillary mobile catering van and awning, toilet unit and storage container, and the erection of a hospitality marquee (between March and October) – Approved – 23 February 2018.
- SDNP/18/00994/FUL – Retention of modification to an existing access adjoining the A31 – Temporary Approval until 31 December 2019 - Granted - 11 May 2018.
- SDNP/18/01017/FUL – Construction of 14.6m diameter water reservoir and associated plant at the westernmost corner of the Matterley Estate including retention of existing control box – Withdrawn - 23 April 2018.
- SDNP/18/00939/CND – Variation of conditions 2, 9, 10 and 11 on Planning Consent SDNP/15/06486/FUL – Resolution to approve by Committee on 10 May 2018. Decision not issued yet as Deed of Variation to S106 Agreement currently being secured.

3. Proposal

- 3.1 The applicant seeks the retention of a coach pad to be used solely for the arrival and departure of festival attendees for the Boomtown Festival and for overflow parking on the days when coaches are not arriving or leaving. The coach pad is created from road scalplings and covers a large area in the western corner of the site at the corner of the A272 and the A31. The access for coaches into the site is located further along the A272 to the south east, with a second access located just to the north east of the junction on the A31.
- 3.2 During the 2017 festival coaches accessing the site would park in a herringbone formation before exiting the site from the double width access just to the south east of the junction. The use of the coach pad for the previous festival and this year's festival have been subject to scrutiny by the appropriate bodies in terms of highway safety and security as part of the

discussions and preparation of the Event Management Plan.

4. Consultations

4.1 Cheriton Parish Council – Object.

- Original supporting documents are inconsistent with the amended description of the proposals.
- Inaccuracies in covering letter in relation to the ‘historical use’ of the area.
- Concerns about highways safety. Coaches would have to pull into paths of vehicles travelling in opposite direction in order to access the site from the A272.
- If access is approached from the east on the A272 it is a short distance after a sharp left bend. It is on a downhill section of A272 and might be hazardous.
- Coaches leaving the site have the potential to cause accidents, from vehicles who have just turned onto the A272.
- Concerns about creation of permanent infrastructure for a temporary consent.
- Application requires screening for an Environmental impact Assessment requiring an Environmental Statement.
- Uncertainty about ownership of the site and whether Hampshire County Council own any of the land.
- Application lacking in clarity needed to determine its intent and purposes.

4.2 Environmental Protection – No comments.

4.3 Highways England – Comments awaited.

4.4 Highways Authority (HCC) – No objection.

4.5 Landscape – Objection.

- Application to retain the overflow parking would generate significant harm both in terms of landscape character and also key views and visibility.
- Whilst the site makes sense logistically it is clearly not a location whose selection has been informed by landscape character or sensitivity. This site is characterised by its open nature and rolling topography, yet the mitigation measures rely upon planting to create a visual screen. No mitigation measures proposed address the landscape impact generated by this scheme.
- Allowing increased growth of the hedge along the A272 is an easy approach to take, and one which may deliver very local visual screening, but wider views will not be mitigated and any other planting is likely to appear incongruous in this landscape and will generate negative effects upon the character of Chilcomb Down.
- The ability to mitigate the visual impact is highly constrained. It is not considered that the site can be successfully delivered without generating negative effects upon landscape character and visual amenity.
- The current proposal is pushing the negative impacts primarily from traffic into areas of moderate to high tranquillity. This remains unaddressed in the application.
- The proximity to Winchester does not make the development acceptable in landscape terms. Indeed landscape sensitivity increases adjacent to urban areas and infrastructure. In addition to this, the sharp transition between urban land use and the open downs is highly characteristic and therefore important to conserve. The retention of this character requires a robust approach to urban fringe activities such as piecemeal development such as this.
- The changes in land use proposed in landscape terms do not represent the conservation and enhancement of either landscape character (natural beauty), wildlife or cultural heritage of the area as set out in the first purpose of the National Park.

4.6 South Downs Society – Objection.

- Coaches and car parks can be perceived to be detrimental to the landscape. The location is on lower lying ground surrounded by uplands and there would be a great impact on views within and into the National Park.
- The proposals would not enhance the special qualities which the National Park was

designated to conserve.

- The application also appears to be premature as there is only currently a temporary permission for the festival.
- The A272 is well known as a high accident route. The increased use of the access just over 100m from a major junction with the A31 is likely to exacerbate any existing problems.

5. Representations

5.1 2 Letters of objection

- Misleading statements in applicant's covering letter which are at odds with plans.
- Lower and upper areas not annotated on plans.
- Land only used in 2017 for Boomtown therefore not 'historical' use as suggested in application documents.
- Inappropriate for permanent permission to be granted by means of this application given it is serving a temporary permission.
- Coaches turning into access on A272 have potential to cause accidents.
- Danger of coaches exiting on A272 close to A31 junction where cars will be leaving A31 onto the A272.
- Inaccuracy in documents in that it is stated that lower section is accessed via an ingress within the slip road off the A272 but is clearly shown as A31 on the plans.
- Concerns raised in relation to use of the site in relation to Park and Ride for the Winchester Science Centre (this element of the proposals has subsequently been removed from the application and no longer forms part of the proposals).
- Application should be screened for an Environmental Impact Assessment and an Environmental Statement should be required.
- Uncertainty in relation to ownership of land.

5.2 Letter of Objection from Upper Itchen Valley Society

- Inappropriate to grant permanent permission in relation to use of land subject to a temporary consent.
- Concerns about use for Park & Ride (subsequently removed from proposals).
- Environment at entrances to the National Park should be maintained and not downgraded allowing creeping urbanisation in the form of car parks unconnected with the National Park.
- This application is made under S73 but the changes proposed are not of the type envisaged by Parliament when enacting this section.

6. Planning Policy Context

6.1 Applications must be determined in accordance with the Development Plan unless material considerations indicate otherwise. The statutory development plans in this area comprises the Saved Policies of the Winchester District Local Plan (First Review) 2006 and the Winchester District Local Plan: Joint Core Strategy (2013). The relevant policies to this proposal are set out 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.

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

National Planning Policy Framework and Circular 2010

- 6.4 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.
- 6.5 The proposal does not constitute major development for the purposes of paragraph 116 of the NPPF or policy SD3 of the emerging South Downs Local Plan: Submission (2017). In reaching this conclusion, regard has been had to the opinions of James Maurici QC, and the recent judgment of the High Court in R (FH Green Ltd) v South Downs National Park.
- 6.6 The development plan policies listed below have been assessed for their compliance with the NPPF and are considered to be compliant with the NPPF.
- 6.7 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. Relevant policies are 1, 3, 13, 32, 38, 39, 40, 41, 42, 48 & 55.
- 6.8 Policy 1 seeks to conserve and enhance the natural beauty and special qualities of the landscape and its setting, in ways that allow it to continue to evolve and become more resilient to the impacts of climate change and other pressures.
- 6.9 Policy 3 seeks to protect and enhance tranquility and dark night skies.
- 6.10 Policy 13 seeks to support the financial viability of farm businesses through appropriate infrastructure and diversification developments.
- 6.11 Policy 32 seeks to encourage and support creative and cultural activities which connect with and increase appreciation of the Park's special qualities
- 6.12 Policy 38 seeks to work in partnership with key partners business and organisations to reduce car travel across the Park.
- 6.13 Policy 39 seeks to encourage cycling and manage vehicle parking.
- 6.14 Policy 40 seeks to manage the highway network and its infrastructure to integrate it more effectively into the landscape and reduce the impact of traffic on communities and visitors.
- 6.15 Policy 41 seeks to maintain visitor enjoyment and influence visitor behavior in order to reduce impacts on the special qualities of the Park (and increase spend in and around the Park).
- 6.16 Policy 42 Seeks to develop a consistent and coordinated approach to promoting and marketing of the Park as a sustainable visitor destination.
- 6.17 Policy 48 seeks to support towns and villages in and around the Park to enhance their vital role as social and economic hubs.
- 6.18 Policy 55 seeks to promote opportunities for diversified economic activity in the Park, in particular where it enhances the special qualities.

7. Planning Policy

- 7.1 The following saved policies of the Winchester District Local Plan Review 2006 are relevant to this proposal:
- DP4: Landscape and Built Environment
 - DPI0: Pollution Generating Development
 - T2: Development Access
 - CE28: Recreation & Tourism
- 7.2 The relevant policies of the Winchester District Local Plan Joint Core Strategy (2013) are:

- DSI: Development Strategy and Principle
- MTRA4: Development in the Countryside
- CPI0: Transport
- CPI6: Biodiversity
- CPI9: South Downs National Park
- CP20: Heritage & Landscape Character
- CP21: Infrastructure & Community Benefit

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 26 September to 21 November 2017, and the responses considered by the Authority. The Plan was submitted to the Secretary of State for independent examination in April 2018. The Submission version of the Local Plan consists of the Pre-Submission Plan and the Schedule of Proposed Changes. It 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. Based on the current stage of preparation, and given the relative age of the **policies within the Winchester District Local Plan Joint Core Strategy (2013)**, the policies within the Submission South Downs Local Plan (2018) are currently afforded **some** weight.

7.3 The relevant planning policies of the Pre-submission Local Plan are:

- SD1, SD2, SD4, SD7, SD8, SD9, SD11, SD19, SD21, SD22, SD23, SD34, SD39, SD40, SD54.

8. Planning Assessment

Principle of Development with regard to the Purposes and duty of the Park

8.1 It is not considered necessary to revisit the balancing of considerations which were carried out in relation to the use of the land for a music festival and sports event in detail. It is important to note however that the use was considered to be acceptable in that it resulted in short term impacts but these were outweighed by the long term benefits of allowing the applicant, through this diversification, to ensure the longer term conservation and enhancement of the Estate and its functioning, as well as allow access for a limited period to festival goers who can experience the National Park.

8.2 The introduction of a permanent element of infrastructure for what is essentially is a 5 day festival (as it was recently resolved by Members to increase the number of days for the festival) begins to erode the rural character of the surrounding landscape. It introduces an area which does not read as part of the agricultural landscape. It is considered that, in itself, the coach pad does not conserve or enhance the natural beauty of the area, is not appropriate as a permanent intrusive feature and would therefore not be in accordance with the first purpose of the Park.

Principle of development with regard to Policies within the Winchester District Local Plan Joint Core Strategy and the Saved Policies of the Winchester District Local Plan Review 2006

8.3 Saved Policy CE28 of the Local Plan Review allows for recreation and tourist facilities in the countryside provided that they maintain and safeguard the open undeveloped nature of the countryside, do not require buildings or structures which would be harmful to the area and do not conflict with the needs of agriculture and forestry. In this respect this infrastructure required for the Boomtown Festival has a permanent impact on the landscape character.

8.4 The Winchester Local Plan Joint Core Strategy has as an overarching theme, as set out in Policy DSI1 to work proactively to find solutions so that development that accords with policies can be approved wherever possible to secure proposals that improve social economic and environmental conditions in the area. It is not considered that there are solutions in relation to the provision of a coach pad in this location that could address the landscape harm.

- 8.5 Policy MTRA4 limits development to that having an operational need for a countryside location, such as for agriculture (alongside other development in relation to reuse of buildings, extension/expansion of buildings and small scale sites for low key tourist accommodation). The Policy confirms that such development should not cause harm to the character of the area.
- 8.6 Of particular reference is Policy CPI9 which relates to the South Downs National Park confirming that development should be in keeping with the context and setting of the landscape and settlements of the Park. The emphasis is on small scale proposals in sustainable locations. Development supporting socio-economic well-being of the Park will be encouraged as long as there is no conflict with the Parks purposes.
- 8.7 The main balance for consideration therefore is looking at the detrimental impacts that such uses might have on the National Park and the extent to which they are already being or will be able to mitigated, if minded to approve and their temporary nature. In this respect it is clear that as applied for there is no temporary nature to this coach pad and the extent to which the harm can be mitigated is extremely limited.
- 8.8 The key material considerations are considered to be as follows:-
- The impact on the landscape character of the area.
 - The impact in terms of noise pollution and light pollution.
 - The impact on the highway network.
 - Economic Considerations.
 - Ecology.
 - Archaeology.
 - Other issues raised in representations.

Landscape

- 8.9 Policy CP20 seeks to conserve and enhance the natural beauty, wildlife and cultural heritage of the SDNP.
- 8.10 The landscape officer considers that the location of the coach pad is in a sensitive location at the foot of the hill and at the junction of the A272 and the A31. The coach pad involves a wide extensive gravelled area together with a wide access track running parallel to the A272. This is at odds with the surrounding agricultural land and is considered even more sensitive given its location on the edge of the National Park near a built up area and other developments. It is considered by some to be a gateway to the National Park and the gradual erosion of such areas with creeping elements of urbanisation can seriously erode that rural character.

Noise and Light Pollution

- 8.11 Whilst there is clearly significant activity in this location predominantly during the first couple of days of the festival and on the Monday when people are leaving, this in itself is no greater or worse than the general activity around the site at this time, given the numbers of people attending. It is not considered that the light or noise pollution at this point arising from the coach pad for the 5 days in question is so unacceptable as to adversely impact on neighbouring residential properties. It must be noted that the closest residential properties are some distance from the coach pad. Whilst it is clear that the use of the coach pad does have some impact on the rural tranquillity of the Park this has to be seen in the context of its temporary use of 5 days, where the long term benefits to the landscape and character of the area have already been assessed and considered on the earlier application.

Highways Impact

- 8.12 It is noted that the retention of the coach pad has been considered to be acceptable by the Highways Authority and the Authority has received no concerns from the Police or Highways England. It is worth mentioning that these parties all feed into the Event Management Plan co-ordinated by the festival.

- 8.13 Notwithstanding the lack of any concern and an acceptance from these parties that the location of the coach pad works logistically well, this in itself should not mean that any highways solution should be accepted without regard to the visual impact of such a solution.

Economic Considerations

- 8.14 It has been noted in previous applications that the festival brings economic benefits to the surrounding area and this remains a consideration. This however should not outweigh permanent adverse impacts on the landscape character of the area.

Other issues raised in representations

- 8.15 There have been a number of concerns raised in relation to the provision of the land for a car park in association with a Park & Ride facility for the Winchester Science Centre. This did form part of the original proposals on the application but has since been removed from the application description and is therefore not a material consideration in this application.
- 8.16 The applicant has also amended the application plans and covering letter now to remove reference to the original proposal for the Park and Ride.
- 8.17 A screening opinion was carried out and it was concluded that the application did not require an Environmental Impact Assessment.

9. Conclusion

- 9.1 In summary it is considered that the retention of the coach pad has an adverse impact on the landscape character of the area which cannot be moderated or mitigated by any form of landscaping, which in itself, in order to effectively filter views of the development would be conspicuous by its presence. The principle of this development is therefore considered not to accord with National or local policies. Consideration was given to a temporary permission but as described above this would still leave a long term adverse effect upon the landscape.
- 9.2 It is not considered that the perceived benefits in terms of a proven logistically suitable location in highway safety terms outweigh the landscape harm and refusal is therefore recommended.

10. Recommendation

- 10.1 Refusal is recommended for the following reason:
1. The coach pad, by virtue of the formation of a large loose gravelled hardstanding area and associated access has resulted in an urban character in a highly sensitive open downland location in landscape terms and would detract from the agricultural and rural character of the area. The proposal would therefore be contrary to Saved Policies DP4 and CE28 of the Winchester District Local Plan Review (2006), Policies MTRA4, CPI9 and CP20 of the Winchester District Local Plan Joint Core Strategy and Policy SD4 of the South Downs Local Plan Submission (2018), The NPPF and the Purposes of the Park.

11. Crime and Disorder Implications

- 11.1 It is considered that the crime and disorder issues or implications have been addressed elsewhere in the report.

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.

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. This has included the provision of advice, numerous meetings and the opportunity to provide additional information in support of their application.

TIM SLANEY

Director of Planning

South Downs National Park Authority

Contact Officer: Rob Ainslie

Tel: 01730 819273

email: rob.ainslie@southdowns.gov.uk

Appendices Site Location Map

SDNPA Legal Services

Consultees Director of Planning

Background [Public Access, Application Summary and Associated Documents](#)

Documents [National Planning Policy Framework](#)

[National Planning Practise Guidance](#)

[Defra: English National Parks and the Broads – UK Government Vision and Circular 2010.](#)

[SDNP Partnership Management Plan](#)

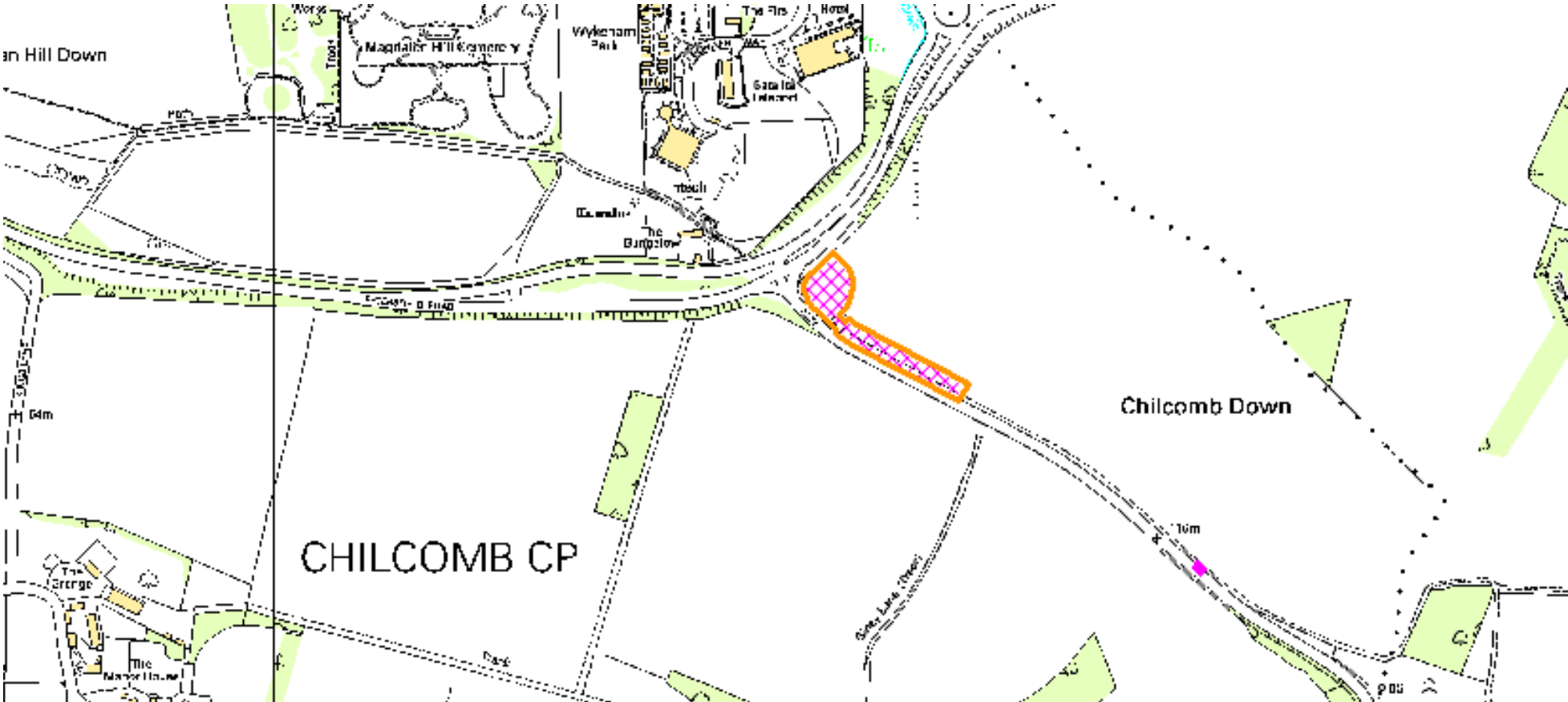
[Winchester District Local Plan \(First Review\) \(2006\)](#)

[Winchester District Local Plan Joint Core Strategy \(2013\)](#)

Downs Local Plan – Submission Core Documents

<https://www.southdowns.gov.uk/planning/national-park-local-plan/>

Site Location Map



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