



**South Downs**

National Park Authority

**Agenda Item 9  
Report PC46/18**

Report to	<b>Planning Committee</b>
Date	<b>12 July 2018</b>
By	<b>Director of Planning</b>
Local Authority	<b>Adur and Worthing District Council</b>
Application Number	<b>SDNP/18/00434/FUL</b>
Applicant	<b>Mr Martin Perry</b>
Application	<b>Provision of footpath/bridleway between Footpath 2049 and Coombes Road running parallel along the A27 northern boundary, with associated hard/soft landscaping and retaining structures.</b>
Address	<b>Land along the Northern A27 Boundary between Coombes Road and the River Adur, Lancing</b>

---

**Recommendation:**

- 1) That planning permission be granted, subject to the conditions set out in Section 10 of this report and subject to the completion of a S106 agreement, the final form of which is delegated to the Director of Planning, with obligations relating to:**
  - **Formal dedication of the proposal as part of the rights of way network**
  - **Financial contribution to secure ongoing maintenance and management of the route, and**
  - **Details of the ongoing maintenance and management of the route.**
- 2) That authority be delegated to the Director of Planning to refuse application SDNP/18/00434/FUL with appropriate reasons if the S106 Agreement is not completed or sufficient progress has not been made within 6 months of the 12 July 2018 Planning Committee meeting.**

---

**Executive Summary**

The proposal is for additional non-motorised user provision, linking the existing right of way along the western bank of the River Adur to Coombes Road and rights of way beyond. This would be put forward for formal dedication as part of the rights of way network. The development would not have an adverse impact on landscape character or views from higher ground within the National Park. There are opportunities for further ecological enhancement associated with the drainage ditch along the northern boundary of the application site.

The proposal comes forward independently from the proposed development at New Monks Farm, subject to a separate planning application to Adur and Worthing District Council. It is a site allocated for significant mixed use development in the Adur Local Plan (adopted December 2017). Whilst the non-motorised user route forms part of a package of measures to improve non-motorised user access to the National Park associated with the New Monks Farm development, this proposal could come forward independent of the New Monks Farm scheme. The application to the SDNPA does not include the closure of the Sussex Pad junction.

The development is considered to accord with the relevant development plan policies and would positively demonstrate the Purposes and Duty of the National Park. It would provide enhanced access and connectivity across the Park and would conserve and enhance landscape character and wildlife. It is recommended that subject to conditions and a legal agreement (either in conjunction with the New Monks Farm application, if permitted, or in isolation), the development is approved.

## **I Site Description**

- 1.1 The application site is a strip of land running from the bank of the River Adur westwards along the northern carriageway of the A27 and then northwards along the eastern edge of Coombes Road. It forms part of the highway embankment, which is well planted with semi-mature trees. The northern edge of the site is marked by an existing drainage ditch with an arable field beyond. The planting continues along Coombes Road, but is set back from the carriageway.
- 1.2 The site is close to the Lancing College campus, which is dominated by the Grade I Listed chapel. Ricardo's (a neighbouring landowner) also have a vehicle testing track to the north, the entrance to which would be crossed by the proposal.
- 1.3 The site is on the southern boundary of the SDNP and lies within the Adur Valley Floodplain Landscape Character Area, which is characterised by the views of Lancing College and the openness of the landscape, which is contained by the valley sides. The eastern tip of the application site is also within Flood Zones 2 and 3. The River Adur itself is designated a SSSI.
- 1.4 There is an existing public footpath running along the western bank of the River Adur; the portion of this running south from the application site is subject to consideration for upgrading to a bridleway, as part of the wider consideration of the development of the New Monks Farm site (which falls outside of the SDNP and is subject to a separate application to Adur and Worthing District Council). There is also a public bridleway heading west and then north leading from the lane on the opposite side of Coombes Road.

## **2 Relevant Planning History**

- 2.1 There have been no other planning applications on the land upon which the development is proposed.

### Other Planning Applications outside SDNP

- 2.2 The following applications are being considered by Adur and Worthing District Council and, at the time of writing, are due to be considered by their Planning Committee on 18 July 2018 and late July 2018, respectively.
- 2.3 *AWDM/0961/17 - Hybrid planning application seeking (1) Full planning permission for the demolition of existing buildings and erection of 249 dwellings with temporary access via Grinstead Lane, a Country Park, relocation and extension of the Withy Patch Gypsy and Traveller site, permanent access via a new roundabout on the A27, landscaping, and other associated infrastructure (including pumping facility at the River Adur); (2) Outline planning permission (with only landscaping reserved) for a non-food retail store (Use Class A1); and (3) Outline planning permission (with all matters reserved other than access) for the erection of a further 351 dwellings, community hub, primary school, and landscaping. The application is accompanied by an Environmental Impact Assessment.*
- 2.4 *AWDM/1093/17 - Outline planning permission for the erection of new commercial buildings to provide up to 25000m2 of floorspace for Light Industrial (Use Class B1c), General Industrial (Use Class B2) and Storage and Distribution (Use Class B8) with access, landscaping and associated infrastructure (including a new pumping facility on the River Adur). This application is accompanied by an Environmental Statement (ES).*
- 2.5 It is these applications which propose the closure of the Sussex Pad junction on the A27 and the creation of a new traffic light controlled roundabout to serve the developments, further west of the existing junction. Whilst the proposed path could come forward independently of the development at New Monks Farm (NMF), the Highway Authorities have advised that

the development there could not come forward without the provision of the non-motorised user route being considered by the SDNPA.

### **3 Proposal**

- 3.1 The application proposes the creation of a non-motorised user route, connecting the existing public footpath along the River Adur to the right of way network extending west and north from Coombes Road. This provision would be formed by a 3m wide path along the northern edge of the semi-mature planting along the A27 carriageway and then north along Coombes Road. The route would include a further 250mm clear zone on either side of the proposed path.
- 3.2 The path would be surfaced with a sealed finish, with crossfall to enable surface water run off (towards the existing ditch). Part of the path would be built up along the northern edge with flint-filled gabions.

### **4 Consultations**

- 4.1 Highways England  
No objection.
- 4.2 Natural England  
No objection, subject to conditions securing ecological mitigation measures to address construction impacts on the Adur Estuary SSSI.
- 4.3 Environment Agency  
No objection.
- 4.4 Local Highway Authority  
No objection, subject to conditions regarding surfacing, additional dropped kerbs and informal crossing facilitation at Coombes Road.
- 4.5 Ecology Officer  
No objection, subject to condition securing Construction Environmental Management Plan.
- 4.6 Landscape Officer  
No objection.
- 4.7 Cycling Project Officer  
No objection, subject to conditions/legal agreement, securing maintenance responsibilities, surfacing and details of bollards/dismount blocks.
- 4.8 Environmental Health  
No objection.
- 4.9 Lancing Parish Council  
Objection
- Major safety concerns (lack of lighting/safety barriers)
  - Width of path is inadequate for all non-motorised users
  - Gradient of slope is too steep
  - Flood risk at junction with existing footpath (2049), which is currently not suitable for non-motorised users
  - Exposure to serious air pollution for longer period than current route
  - Lack of information regarding how the proposed route would join the existing Right of Way network
  - More suitable option would be a bridge/overpass

### **5 Representations**

- 5.1 CPRE, Sussex Wildlife Trust, Lancing College, Adur Resident Environmental Action Group and Bricycles (Brighton and Hove Cycling Campaign) along with 4 individuals have raised objections to the proposed development, as summarised below (please note, some groups have commented multiple times):
- Appropriateness of Coombes Road for equestrian users

- SDNPA have not applied scrutiny to standard of provision for non-motorised users in the current application
- Proposed route is too narrow for all non-motorised users to use and should be increased to 5m
- Too constrained (only 0.25m between path edge and fence – should be 0.5m)
- Should continue over private access on Coombes Road
- Design of bends unnecessarily force cyclists to slow down; Coombes Road particularly
- Start of path on Coombes Road is poorly designed – should link to Lancing College better
- Condition of how path is proposed to be laid – should be machine laid
- Air pollution impact on users
- Concern regarding ongoing responsibility of maintenance
- SDNPA application can't be considered in isolation from the segment within Adur DC's control
- Should be an underpass or overpass (to safely cross A27)
- Functionally related to New Monks Farm and Shoreham Airport applications (outside of SDNPA and dealt with by Adur and Worthing District Council), and the proposals to remove the Sussex Pad junction
- Too far for people to travel to use as reasonable alternative to Sussex Pad
- Crash barriers required on northern edge of A27 carriageway
- Adverse impact on trees and landscaping
- Requirement for lighting on the path
- No survey from Sussex Biodiversity Records Centre carried out and weight of ecological survey work is undervaluing the area, as it was completed in November 2017.
- Concern about wider impact on reptile population

5.2 Neutral comments have been received from the British Horse Society, which considers that the proposed route meets their specifications for a bridleway, but their preference would be for a 4m wide path. Overall, they welcome the proposed route, although as only part of the route is considered in this application, issues regarding the portion in Adur and Worthing District Council boundary will need to be resolved.

5.3 There has been 1 letter of support received for the proposed development.

## 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 saved policies of the **Adur Local Plan 1996**.

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

### 6.2 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.

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.

### Relevant Government Planning Policy and Guidance

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

## Partnership Management Plan

- 6.4 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.

The following Policies are of particular relevance to this case:

General Policy 1 – Conserve and enhance

General Policy 3 – Protect and enhance tranquillity and dark night skies

General Policy 9 – Protect the significance of the historic environment

Transport Policy 38 – Work with businesses to reduce car travel across the National Park

## National Planning Policy Framework (NPPF)

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

- NPPF - Conserving and enhancing the natural environment
- NPPF - Promoting sustainable transport
- NPPF - Requiring good design
- NPPF - Conserving and enhancing the historic environment

- 6.6 In addition to the above, it is considered that the following paragraphs of the NPPF are relevant to the determination of this application:

Paragraphs 14, 17, 58, 75, 109, 115, 118, 123, 125, 129, 131, 132, 206. Of these paragraphs 128-134 require the SDNPA identification and assessment of the significance of heritage assets and to take account of the desirability to sustain and enhance this significance. Great weight should be given to their conservation and any harm or loss should require clear and convincing justification.

Section 66 of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990 is also relevant.

- 6.7 Section 66 states “in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority...shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses”.
- 6.8 The development plan policies listed below have been assessed for their compliance with the NPPF and are considered to be compliant with the NPPF.

## **7 Planning Policy**

- 7.1 The following policies of the **Adur Local Plan 1996** are relevant to this application:

- AC1 – Development in the Countryside
- AC4 - Strategic Gaps
- AT10 – Facilities for Pedestrians, Equestrians and Cyclists

- 7.2 The South Downs Local Plan: Pre-submission was published under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012 for public consultation between 26<sup>th</sup> September to 21<sup>st</sup> 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 **Adur Local Plan 1996**, 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 – Sustainable Development

- SD2 – Ecosystem Services
- SD4 – Landscape Character
- SD5 – Design
- SD8 – Dark Night Skies
- SD9 – Biodiversity and Geodiversity
- SD11 – Trees, Woodland and Hedgerows
- SD17 – Protection of the Water Environment
- SD20 – Walking, Cycling and Equestrian Routes
- SD45 – Green Infrastructure
- SD50 – Sustainable Drainage Systems

## 8 Planning Assessment

- 8.1 The proposed development would help to connect the existing public right of way routes in Shoreham and Lancing, whilst avoiding any direct interaction with motorised routes. The principle of providing such connectivity would help to promote understanding and enjoyment of the National Park and is therefore in accordance with Purpose 2. On this basis, the main issues for consideration with regard to this application are:

- Impact on landscape character and visual impact
- Impact on ecology
- Design (including materials and layout of route).

This application is for the creation of the NMU route in its own right; the application does not include the closure of the Sussex Pad junction on the A27, nor will it be considering the appropriateness of the proposed route as an alternative for this existing junction, in access or safety terms. Whilst it is noted that several of the third party comments received in relation to this application express concern regarding the impact of the closure of the Sussex Pad junction, these matters are for consideration as part of the hybrid application at New Monks Farm.

### Landscape Character and Visual Impact

- 8.2 The principle of the development is supported by the SDNPA Landscape Officer, who had requested clarification on matters regarding tree protection, additional species planting (to promote planting that would help improve air quality) and surfacing – all of which are to be secured by planning condition.
- 8.3 The proposed path would, as closely as possible, follow the existing landform, and would therefore not have a significant impact on landscape character, or in views from higher ground. There would be some minor levelling, to avoid steep gradients, which would be cut and filled accordingly. There will, along parts of the east/west running aspect of the route, be a requirement for flint-filled gabions to be installed to retain the path. The use of flint is considered to be appropriate for the area.
- 8.4 Tree removal is to be kept to a minimum (5 in total), none of which are protected. Additional planting is proposed to enhance the character and provide further screening of the path from the A27. There is no lighting proposed and therefore the integrity of the International Dark Night Skies Reserve would be preserved. Overall, it is considered that the proposal would conserve and enhance the landscape character of the area and would not have a negative impact in views from the Downs.

### Ecology

- 8.5 Following comments made by Sussex Wildlife Trust and the SDNPA's Ecological Adviser, further survey work was undertaken, specifically regarding reptiles and dormice. These surveys found no evidence of Hazel Dormice on the site and limited likelihood of reptiles. In the event of the latter being discovered during the construction process, a mitigation strategy has been submitted, which is deemed to be proportionate and appropriate to the development.
- 8.6 Mitigation and enhancement work has also been proposed, particularly associated with the existing drainage ditch to the north of the proposed path. The red line around the

application site has now been extended to include the areas where this enhancement work would be undertaken. Officers are therefore satisfied that the proposed strategy principles for mitigation and enhancements, as set out in supporting documents from The Ash Partnership, are necessary and appropriate and can be secured by planning conditions. Wildlife and habitats would therefore be conserved and enhanced by the development proposal.

#### Layout and Design

- 8.7 The proposed path would be 3m in width, which meets the minimum standards set out in Sustrans Technical Information Note 28: Horses on the National Cycle Network and Highways England Interim Advice Note 195/16. A clearance zone of 250mm on either side of the path is also proposed, providing a usable width of 3.5m. This is below the advised standard of 1m either side, however when considering the site context, i.e. the steep landfall to the north, proximity to the water ditch and presence of mature vegetation and embankment to the south (which provides an important barrier between the proposal and A27) the benefits of providing the route in principle are considered to outweigh the requirement to provide 1m clearance on either side of the path. Furthermore, it is anticipated that the likely usage level would not be high volume and therefore, following advice from Highways England, WSCC Local Highway Authority and the SDNPA Access and Recreation Team, all of whom support the proposed development, a reduced verge is considered acceptable in this instance.
- 8.8 It is not proposed to implement a segregated path in this location, i.e. with specific paths for pedestrians, cyclists and equestrians. Despite proximity to the A27, the site context is rural and the path would be looking to minimise impact on this character. It is considered that expanding the hard surfaced elements would detract from this rural character. As stated above, the volume of users is not likely to be so high that segregation would be necessary and therefore a shared path is considered acceptable.
- 8.9 The path would be formed of a sealed surface finish, with a bonded/rolled gravel on a sub-base, incorporating a cross fall of 1:30 to allow surface water run-off to the ditch. There would need to be a treated timber edge along the northern side of the path, but there would be none on the southern edge. A hand-cleft chestnut post and rail fence is proposed along the northern edge, as there is a small, sharp decline towards the ditch. As mentioned previously, flint filled gabions (1.4m max in height) are proposed in places along the northern edge. Other features required, including bollards, would be of timber construction. The materials are considered to be appropriate for all users and are reflective of the character of the area. These would be secured by planning condition, including the provision of samples where appropriate.
- #### Other Matters
- 8.10 Whilst Lancing College is visible from the application site, the path is considered to be outside of the setting of the heritage asset. In the event that a different opinion were reached, it is considered that both the proposed works and the activity associated with its use would have a negligible impact and would not cause any harm to the setting of the College.
- 8.11 There have been concerns raised regarding the safety of users of the proposed path, and the resulting need for lighting and crash barriers along the A27. The proposed path is sufficiently detached from the A27 to retain a more rural character and as such lighting would be inappropriate, both in terms of landscape character and ensuring the integrity of dark night skies. The path is 5m, at its nearest point, from the edge of the A27 carriageway. Highways England have not indicated there is a requirement for a safety barrier and it is noted that a footpath is located immediately adjacent to the A27 carriageway heading west from Coombes Road. Given these circumstances and the comments of the Highway Authority, it is considered unnecessary to request a safety barrier.
- 8.12 The third party concern regarding flood risk is noted and the Environment Agency have been consulted on the proposed development. No objection has been raised to the

proposal by the EA on flood risk ground. It should be noted that the existing right of way running along the bank of the River Adur is also within an area of flood risk.

#### S106 Requirements

- 8.13 There is a requirement to secure future maintenance and management of the path and the formalisation of the proposed route as part of the formal public right of way network. Both Highways England and WSCC Highway Authority have indicated their agreement to bear responsibility for the parts of the path within their respective ownership, and have indicated that a financial contribution would likely be required. These elements would need to be secured by way of Section 106 Agreement. Whilst the proposed path could come forward independently of the development at New Monks Farm (NMF), which is outside of the SDNP, the Highway Authorities have advised that the development there could not come forward without the provision of the non-motorised user route being considered here. To that end, in the event that planning permission is granted by Adur and Worthing District Council for the NMF scheme, there would be a legal agreement as part of that approval to secure the provision of the path. To avoid confusion, it is therefore proposed that the S106 requirements detailed above are combined as part of the Agreement for New Monks Farm. The SDNPA would become a signatory in respect of that specific part of the legal agreement. In the event that the NMF application is refused, a S106 Agreement between the SDNPA and the applicant could be drawn up to cover only the aspects relating to this particular application.
- 8.14 Therefore the recommendation as set out in 1) reflects this approach and requests delegated authority be given to the Director of Planning to secure these requirements, either through the New Monks Farm S106 Agreement or a separate S106 Agreement. As mentioned previously, the New Monks Farm application is due to be considered by Adur and Worthing District Council's Planning Committee on 18 July 2018.

### **9 Conclusion**

- 9.1 The proposed development represents a highly beneficial extension of the public right of way network, providing increased connectivity between Shoreham and Lancing. It would also provide improved non-motorised user access to landmarks such as Lancing Ring, without having to interact with vehicular traffic. There will be no adverse impact on landscape character, wildlife or cultural heritage.
- 9.2 It is therefore considered that the proposal would accord with the relevant planning policies within the Adur Local Plan, the NPPF, South Downs National Park Partnership Management Plan 2014-2019 and the Purposes of the National Park. Conditions are recommended to secure final details of materials, hard landscaping, tree protection and ecological mitigation and enhancement.

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

- 10.1 It is recommended that the planning permission be approved, subject to S106 Agreement and the conditions set out below:
1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.  
Reason: to comply with Section 91 of the Town and Country Planning Act 1990.
  2. The development hereby permitted shall be carried out in accordance with the plans listed below under the heading "Plans Referred to in Consideration of this Application".  
Reason: For the avoidance of doubt and in the interests of proper planning.
  3. Prior to the commencement of the development hereby permitted, details of the soft landscaping associated with each element of the permitted development shall be submitted to and approved in writing by the Local Planning Authority. The plans shall include, but are not limited to, the following:
    - Species, to include those noted to improve air quality
    - Planting sizes



- Planting methods
- Identification of the trees proposed to be retained
- Grassing/turfing operations (where appropriate)

The development shall be carried out in accordance with the approved details.

Reason: In the interests of amenity, to improve air quality and to conserve and enhance the landscape character.

4. Prior to the commencement of the development hereby permitted details of the hard landscaping associated with the permitted development (including samples where required) shall be submitted to and approved in writing by the Local Planning Authority. The plans shall include, but are not limited to, the following:

- Hard surfacing materials
- Gabions
- Kerbs and edgings
- Join between existing path and new path provision
- Bollards

The development shall be carried out in accordance with the approved details.

Reason: In the interests of amenity and to conserve and enhance the landscape character.

5. All hard and soft landscape works shall be carried out in accordance with the approved details (in accordance with Conditions 3 and 4).

All hard landscaping shall also be carried out in accordance with the approved details prior to the development hereby permitted first being brought into use or in accordance with a programme to be agreed in writing by the South Downs National Park Authority.

All soft landscaping shall be carried out in accordance with the approved details and in the first planting and seeding season following when the development is first brought into use. All shrubs, trees and hedge planting shall be maintained free from weeds and shall be protected from damage by vermin and stock. Any trees or plants, including those existing trees to be retained which, within a period of five years, die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless otherwise agreed in writing by South Downs National Park Authority.

Reason: In the interests of amenity and to conserve and enhance the landscape character.

6. Before development commences a full Arboricultural Method Statement shall be submitted to and approved in writing by the South Downs National Park Authority which shall include the numbering and detailing of trees, confirming root protection areas, routing of service trenches, overhead services and carriageway positions and any details of no dig techniques and an indication of the methodology for necessary ground treatments to deal with compacted areas of soil. The works shall be implemented in accordance with the approved details.

Reason: To preserve trees and hedges on the site in the interests of visual amenity and the character of the area.

7. Prior to the commencement of works a Construction Environment Management Plan shall be submitted to the planning authority for approval and thereafter be implemented as approved. This CEMP should include (not necessarily exclusively):
  - Mitigation for reptiles, nesting birds and amphibians as per The Ash Partnership letter 11 May 2018
  - Measures to ensure protection of the adjacent ditch including preventing pollution and run-off, plus enhancement measures

- Measures to protect existing retained habitats and vegetation (e.g. fencing, storage of materials, machinery)
- Measures relating to restoration of the site including information about proposed seed mixes and tree/scrub planting.

Reason: In order to secure sufficient ecological mitigation and enhancement, to prevent adverse impact on the Adur Estuary SSSI as a result of the development.

8. There shall be no lighting provided as part of the proposed development, including security lighting.

Reason: To preserve the integrity of the International Dark Night Skies Reserve and landscape character.

## **11 Crime and Disorder Implications**

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

## **12 Human Rights Implications**

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

## **13 Equality Act 2010**

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

## **14 Proactive Working**

- 14.1 The SDNPA, during the pre-application process and the consideration of the current application, has worked with the applicant to ensure a development is brought forward that conserves and enhances the natural beauty, cultural heritage and wildlife of the Park.

### **TIM SLANEY**

#### **Director of Planning**

#### **South Downs National Park Authority**

Contact Officer: Vicki Colwell

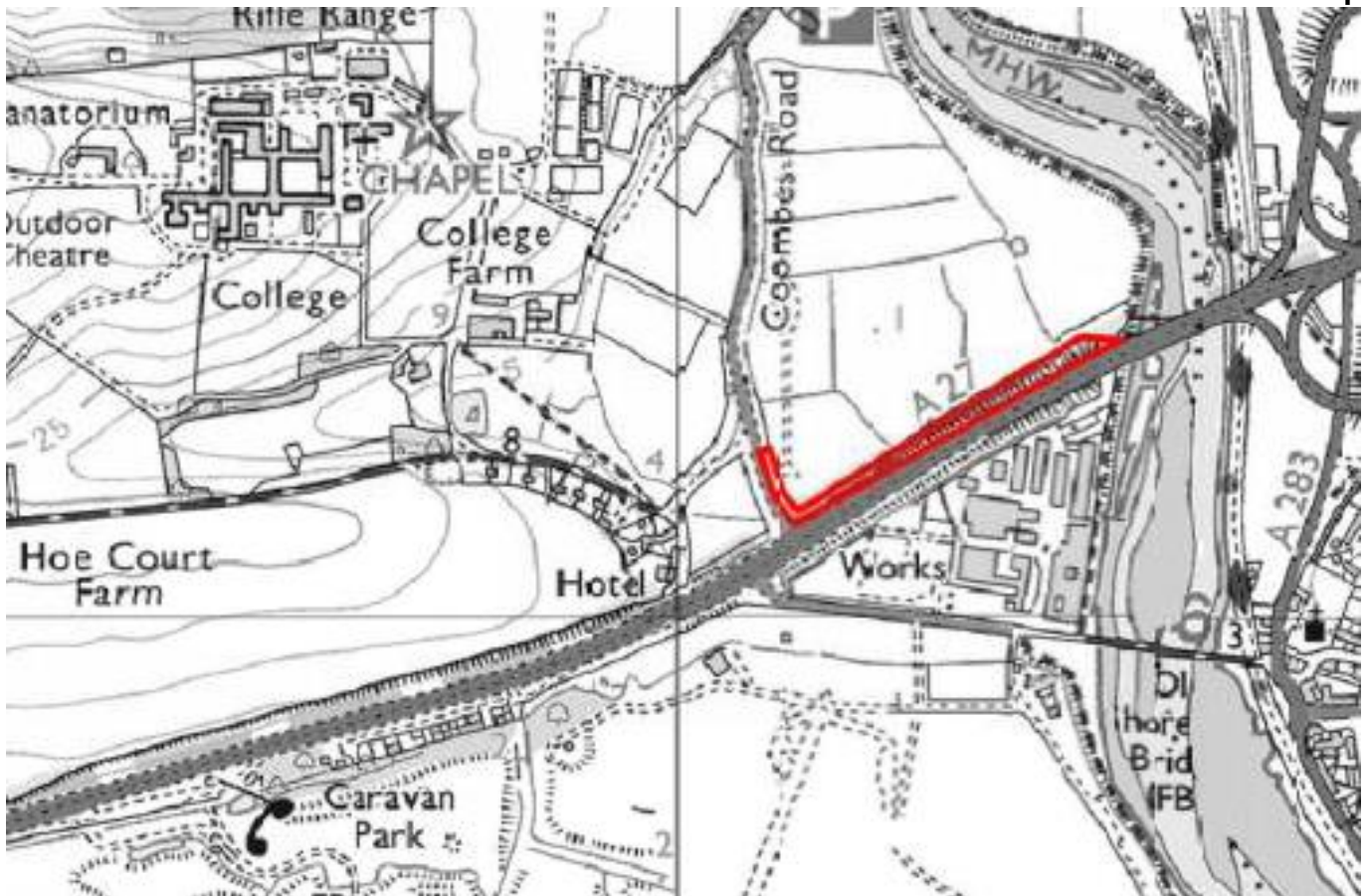
Tel: 01730 819280

email: [vicki.colwell@southdowns.gov.uk](mailto:vicki.colwell@southdowns.gov.uk)

Appendices  
1. Site Location Map  
2. Plans Referred to in Consideration of this Application

SDNPA  
Consultees  
Legal Services & Development Manager

Background Documents  
[Full details of all application documents, plans and consultation responses](#)  
[Adur Local Plan 1996](#)  
[National Planning Policy Framework 2012](#)  
[South Downs National Park Partnership Management Plan 2014-2019](#)  
[Sustrans Technical Information Note 28: Horses on the National Cycle Network](#)  
[AWDM/0961/17 – Land West of New Monks Farm, Lancing \(application to be determined by Adur and Worthing District Council\)](#)



This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. South Downs National Park Authority, Licence No. 100050083 (2012) (Not to scale).

**Agenda Item 9 Report PC46/18 Appendix 2**  
**Plans Referred to in Consideration of this Application**

The application has been assessed and recommendation is made on the basis of the following plans and documents submitted:

Plan Type	Reference	Version	Date on Plan	Status
Plans – Location Plan	HED-1172-LA-600	01	29.05.2018	Approved
Plans – Masterplan and Elevation	HED-1172-LA-601	02	29.05.2018	Approved
Plans – Chainage Section	HED-1172-LA-602		24.01.2018	Approved
Plans – Tree Removal Plan	HED-1172-LA-603	01	29.05.2018	Approved
Plans – NMU Route Cross Section	HED-1172-LA-604		24.01.2018	Approved
Plans – NMU Route Dropped Kerb Detail	HED-1172-LA-605		24.01.2018	Approved
Reports – Design and Access Statement – January 2018				Approved

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