

Report to	Planning Committee
Date	8 November 2018
By	Director of Planning
Local Authority	South Downs National Park Authority
Application Number	SDNP/18/03970/FUL
Applicant	Mary-Jane Higgins
Application	Introduction of a two wheel access track retaining a central strip of grass running from Crowlink Lane to Crowlink Corner to provide a safer access to serve Crowlink Corner
Address	Land adjacent to Crowlink Corner, Crowlink Lane, Friston, East Sussex BN20 0AX

Recommendation: That planning permission be granted for the reasons and subject to the conditions set out in Section 10 of this report.

Executive Summary

The proposed development would improve vehicular access to Crowlink Corner and would not have an unacceptable impact on the surrounding landscape (SDLP policy SD4). It would not result in an increase in traffic and as such would not affect the tranquillity of the area (SDLP policy SD7), dark night skies (SDLP policy SD8 and Wealden District Council Local Plan policy EN29), nor would it cause an increased risk of harm to livestock or people. In addition, the proposed development would not have an unacceptable impact on ecology (SDLP policy SD9) or on Public Rights of Way (Partnership Plan policy 28). For these reasons, on balance the scheme is considered to be acceptable, in accordance with adopted and emerging policies and permission is recommended subject to the imposition of a number of conditions.

This application is placed before Committee for consideration given the number of representations received and local interest.

I. Site Description

- I.1 The application site is located approximately 1km South-West of Friston/East Dean, 1km north of Birling Gap, on the heritage coast, in an open location. The site is located on agricultural fields owned by the National Trust.
- I.2 The proposed track connects Crowlink Lane with a residential property known as Crowlink Corner. Crowlink Lane connects a number of residential properties and a National Trust car park with the A259. The field entrance which the proposed track would utilise is visible from two properties - Grey Walls and Glebeland cottage, on Crowlink Lane.
- I.3 The proposed track would follow an existing hedgerow with barbed wire fence for approximately 100m from Crowlink lane. The track would then follow an existing flint wall measuring 1 - 1.5m in height, to Crowlink Corner. The proposed track would run 6m south of the hedgerow and flint wall and would cross a public right of way close to where the line of trees and flint wall meet. There is also a public right of way close to the field entrance.

2. Relevant Planning History

- 2.1 SDNP/16/05742/DINPP Chalk and geogrid driveway running from Crowlink Lane to Crowlink Corner (approximately 360m long and 3m wide) - Confirmed that planning permission would be required. 7 December 2016.

3. Proposal

- 3.1 The application seeks planning permission to construct a 360m long two wheel access track between Crowlink Corner and Crowlink Lane. The proposed track would measure a maximum of 2.75m in width. The track would replace an existing informal and unmarked access across the field which uses a similar route. The proposed track would be constructed from a Geotextile layer onto which 20cm deep of hardcore would be deposited to create a sub-base. The sub-base would then be topped with 10cm of natural limestone and would have a 0.8m central grass strip along its entire length. The track would lie flat with the surrounding field, allowing grass to grow over the edges of track.
- 3.2 The proposed track would cross East Dean and Friston Public Bridleway approximately 100m into the site. A new signpost would be installed at the point at which the track would cross the bridleway.
- 3.3 Vehicles would continue to turn around at the end of the track, near Crowlink Corner. No resurfacing works have been proposed on this hammer head turning area.
- 3.4 One ash tree would be removed and six other trees felled to ground level as recommended by the applicant's arboriculturalist.
- 3.5 The proposed track is intended to improve vehicular access to the residential property named Crowlink corner.

4. Consultations

4.1 Landscape Officer: No objection subject to conditions.

- The proposal complies with paragraph 172 and NPPF Section 12, paragraph 130.
- Mitigation for potential impacts would be built into the design of the track.
- The submitted Landscape and Visual Assessment is considered to be a fair and accurate assessment of the likely impacts of the proposals on landscape and visual amenity.

4.2 Principle Rights of Way Officer: Comments.

- There appears to us to be no reason to believe that this application will conflict with the use of Bridleway East Dean and Friston 20a.
- The bridleway will be less impacted than it potentially would be if it was on the same alignment as the proposed track, as is the case on many bridleways. The frequency of vehicle use is unlikely to reach levels which would cause a significant nuisance to bridleway users. The open aspect of the location should allow both vehicle and bridleway users to take the appropriate action to avoid any conflict and any drivers unfamiliar with the location should be alerted to the bridleway by the proposed signpost.
- The proposed construction and appearance of the track should serve to limit vehicle speeds. Support the condition proposed by the County Council's Landscape Architect to ensure that the surface and appearance of the track cannot be upgraded in the future.

4.3 Access Team: Comments.

- The Rights of Way Officer welcomes the use of a rural specification for this access track. There are 2 public rights of way traversing the field through which the proposed two wheel access track also traverses (Eastdean and Friston 20a and 12a). All 3 of the routes converge on the gateway at Crowlink lane. There is potential that once upgraded the public will walk or ride down this track inadvertently as it will be the most prominent of the three routes. The Public Rights of Way Officer therefore suggests that the applicant liaises with East Sussex County Council to ensure there is a suitable fingerpost of South

Downs National Park specification at the gateway directing the public along the correct routes.

4.4 **Highways – No Comment**

- The Highways officer did not consider it necessary to provide formal Highway Authority comments but advised the LPA to consult the minor planning application guidance (2017).
- The guidance states that a single domestic vehicular access from adopted public highway should be a minimum of 2.75m wide and states that the planning application should identify if there is any effect on public rights of way.

4.5 **County Ecologist – No objection**

- Provided the proposed mitigation measures are carried out, the proposed development is unlikely to have a detrimental impact on biodiversity and can be supported from an ecological perspective. Gapping up of existing hedgerows and the provision of bat boxes will help enhance the site for biodiversity in line with the NERC Act and NPPF.

4.6 **Archaeologist – No objection subject to condition**

- The proposed development is of archaeological interest due to its location within an area that has been heavily utilised and settled from at least the Bronze Age period. The Historic Environment Record (HER) notes earthworks in this field, which may relate to a prehistoric or medieval field system. Also in the vicinity the HER notes discoveries of human burials, prehistoric flint tools and a deserted medieval village.
- The proposed groundworks to create the formation level of this road will undoubtedly encounter buried archaeological remains and finds.
- In the light of the potential for impacts to heritage assets with archaeological interest resulting from the proposed development, the area affected by the proposals should be the subject of a programme of archaeological works. This will enable any archaeological deposits and features that would be disturbed by the proposed works, to be either preserved in situ or, where this cannot be achieved, adequately recorded in advance of their loss. These recommendations are in line with the requirements given in the NPPF (the Government's planning policies for England).

4.7 **Parish Council: Object.**

- The development would be contrary to a protective covenant in three respects:
 - It would support a business as Crowlink Corner.
 - It would require excavation works.
 - It would cause a public nuisance.
 - It would harm the surrounding landscape.
- The existing access is adequate.
- The proposed route runs parallel to the private right of way, but a little further into the field.
- Inadequate consultation between the applicant, member of the public and the National Trust.
- Insufficient information regarding the turning area.
- The turning area may be used for parking.
- Insufficient information has been provided with regards to ecological impact and the Design and Access statement.

4.8 **South Downs Society: Object.**

- Crowlink Corner is being advertised for let as holiday accommodation.
- The development would harm valuable chalk grassland by introducing a hard surface.

- The land on which the proposed track is located is public access land, owned by the National Trust.
- The minimum width should be used to lessen the track's visual impact.
- Crushed chalk and flint would be preferable materials.

5. Representations

5.1 86 Objections on the following grounds

- The proposal would support a commercial business use of the site. Members of the public noted that Crowlink Corner had been used as an Airbnb, wedding venue, retreats and parties. Development of the track would lead to further traffic to Crowlink Corner – creating additional noise, light pollution and could harm the tranquillity of the area. An increase in traffic would pose a danger for livestock and people.
- Concerns about who would monitor and enforce the covenant relating to business use if the applicant/subsequent owner tried to use Crowlink Corner for commercial gain?
- The proposal would harm an area of chalk grassland, which is also an iconic landscape – part of the Seven Sisters site and would cause harm to an Area of Outstanding Natural Beauty.
- The SDNPA has a duty to protect this precious landscape, grassland habitats and wildlife.
- The proposal would not comply with Section 15 of the NPPF Conservation and Enhancing Natural Environment.
- The development would lead to the urbanisation of a precious landscape.
- Impact on view for residents at Grey Walls and Glebeland Cottage with a solid white track where they currently look onto open field. Impact on amenity by headlights shining into windows.
- The track would be highly visible to walkers.
- Noise would increase as vehicles would travel over a hard surface, rather than grass.
- Concerns that if a hard track is laid there is little to prevent its use by motorcyclists, trail riders and other pursuits by off-roaders.
- Concerns about who would monitor and enforce health and safety and security while the track is built.
- Concerns about who would monitor and enforce the safety of the point at which the proposed track and bridleway will intersect.
- Concerns about who would take responsibility if someone is injured and who would monitor the ecological effects.
- Concerns about who would maintain the track.
- There is ambiguity regarding the construction of the track – its width and material used.
- The construction period will cause months of significant disruption and heavy traffic at the top of the lane. There may be safety issues during the construction phase. Crowlink corner is a narrow lane and in places cannot accommodate 2 ordinary cars, let alone lorries to dispose of soil and those delivering material.

Officer Note: Disturbance caused during construction is not a material planning consideration. Officers consider that the limited nature of the works involved in construction of the access are such that a construction management plan would not be necessary in this instance.

- Damage to chalk grassland habitat and damage to trees and hedges.
- 6 trees and an ash would be threatened by the application. Conservation advice is to allow healthy ash to remain in the hope of protecting this already endangered species.

- The diagnosis that the 11m ash tree on Crowlink lane is in such poor condition that it must be felled is questionable.
- Frogs, newts, grass snakes and slow worms are present in a neighbour's pond 3m from the proposed track which could be harmed by the development.
- It would lead to further applications and development at Crowlink Corner. It would set a precedent for similar developments in the area. The proposal could lead to more housing being built in the area.
- The hammerhead for turning is free parking for Crowlink Corner and as such is a contradiction to comments regarding parking within the curtilage of the property. No specification as to the material or measurements of the turning area.
- The proposal is not necessary to serve a residential property. Fire protection could be served with the use of a sprinkler system, rather than by improving access for emergency vehicles.
- The conditions of the gift to the land by the Society of Sussex Downsmen 1926 included that excavation of the land at Crowlink is not permitted. That condition would be broken by the development.

5.2 44 Letters of support on the following grounds

- Difficulty of reaching Crowlink Corner in wet and/or foggy weather. A track would make accessing Crowlink Corner considerably easier.
- A new track would make the field safer for livestock and people as vehicles would keep to one route, rather than take a variety of routes across the field.
- Drivers currently take a variety of routes across the field to avoid muddy ruts and badly churned up areas.
- The risk of skidding would be reduced, which would also reduce the risk of injury to animals and people.
- The construction of a track across the field would make finding Crowlink corner easier, especially in foggy conditions.
- Lorries delivering oil can get stuck in the mud and need a tow truck – causing further damage to the field and distress to livestock.
- Livestock would not graze on the track and as such are less likely to be harmed.
- The construction of a track would improve visibility and as such drivers would need to use bright headlights less frequently.
- The proposal would not lead to an increase in vehicle movements. The track would simply provide a clear and safe access route for everyone concerned.
- Crowlink Corner is not allowed to be a business and is not one.
- Minimal impact on the landscape and would be in keeping with the area. The track follows a fence border so would be very unobtrusive.
- The condition of the field would be improved as it would contain vehicles to one path.
- According to Shoreham oil – the company who supplied heating oil to the property, oil can no longer be delivered to Crowlink corner as the baby tanker that was used is no longer in service and without a track a 4 wheel tanker cannot deliver oil to the property. The construction of a track would enable a 4 wheel tanker to be used.
- It would be unfair to deny the family safe access to their home. Neighbours within the area have a similar road.
- There could be dire consequences if emergency services could not access the house in an emergency.

- If the home adjacent to the gate fears that they will be disturbed by stray light from vehicles returning from the cottage then new bushes could be planted near the gate to shield any stray light.

6. Planning Policy Context

6.1 Applications must be determined in accordance with the Development Plan unless material considerations indicate otherwise. The relevant statutory development plan comprises the saved policies of the **Wealden District Council (1998): Wealden District Local Plan** and the **Wealden District Council** and the **South Downs National Park Authority (2013) Wealden Core Strategy Local Plan**. The relevant policies are set out in section 7 below.

National Park Purposes

6.2 The two statutory purposes of the SDNP designation are:

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

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

National Planning Policy Framework (2018) and Circular 2010

6.3 The National Planning Policy Framework (2018) is considered holistically although the following sections are of particular relevance to the application.

- Section 2: Achieving Sustainable Development
- Section 4: Decision-making
- Section 12: Achieving well-designed places
- Section 15: Conserving and enhancing the natural environment
- Paragraph 172 conserving and enhancing landscape and scenic beauty in National Parks.

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

Government policy relating to National Parks is set out in English National Parks and the Broads: UK Government Vision and Circular 2010 and the revised National Planning Policy Framework (NPPF) issued on 24 July 2018. The Circular and NPPF confirm that National Parks have the highest status of protection, and the NPPF states at paragraph 172 that great weight should be given to conserving and enhancing landscape and scenic beauty in national parks and that the conservation and enhancement of wildlife and cultural heritage are also important considerations and should be given great weight in National Parks.

The development plan policies listed in Section 7 have been assessed for their compliance with the NPPF and are considered to be compliant with it.

The South Downs Partnership Management Plan (PMP) 2013

The PMP outlines a vision and long term outcomes for the National Park, as well as 5 year policies and a continually updated Delivery Framework. It is a material consideration in planning applications. The following policies are relevant: 1, 3 and 28

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

7. Planning Policy

7.1 The relevant saved policies in the **Wealden District Local Plan (1998)** are:

- EN12: Protection of trees and woodlands
- EN29: Light pollution

- 7.2 The relevant saved policies in the **Wealden District Council and South Downs National Park Authority: Wealden Core Strategy Local Plan (2013)**:
- CP1: Landscape and Townscape Character
 - CP2: Environmental Quality
- 7.3 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 48 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 saved policies within the Chichester District Local Plan (1999) the policies within the Submission South Downs Local Plan (2018) are currently afforded considerable weight, depending on the level of objection received on individual policies. The relevant policies are
- Policy SD1: Sustainable Development
 - Policy SD2: Ecosystem Services
 - Policy SD4: Landscape Character
 - Policy SD8: Dark Night Skies
 - Policy SD11: Trees, Woodland and Hedgerows
- 7.4 The relevant policies in the **East Dean and Friston Village Design Statement** are:
- Policy DG5
 - Policy DG7

8. Planning Assessment

Principle of the development and Landscape impact

- 8.1 Paragraph 10 of the NPPF and Wealden District Local Plan policy WCS14, Presumption in Favour of Sustainable Development, encourages the Local Planning Authority to take a positive approach that reflects the presumption in favour of sustainable development. It encourages LPAs to work with applicants to improve the economic, social and environmental conditions in the area.
- 8.2 The principle of the development, which is to construct a track across the field to serve a residential property, is reasonable as whilst it would have minimal impact on the economy or the environment it would improve the living conditions for the applicant.
- 8.3 Although the site is in a location of landscape value, due to the nature of the proposal the Landscape Officer has raised no objection. The track has been designed to look rural and in keeping with the surrounding area. Whilst users of Public Rights of Way and residents at Grey Walls and Glebeland cottage may be able to see the proposed track, the existing flint wall would help to screen the track from distant views.
- 8.4 The proposed development would not have an adverse impact on the surrounding countryside and neighbouring properties and as such is consistent with policy DG7 of the East Dean and Friston Village Design Statement and Section 15: Conserving and Enhancing the natural environment of the NPPF(2018) and South Downs Local Plan (2017) policy SD4: Landscape Character.
- 8.5 Following advice provided by the SDNPA in 2016, the submitted scheme includes a grass strip, would use natural limestone (which is from the same geological family as chalk, but is more durable) and does not retain hard edges. These measures seek to reduce the landscape impact of the proposal whilst improving the access for the resident of Crowlink Corner.

Intensification of use

- 8.6 Concern has been raised that the construction of the track will support a commercial business, however this is not what has been applied for. Paragraph 2.1 of the Design and Access Statement clearly states 'the use of the access will be solely for vehicles serving the existing residential dwelling at Crowlink Corner'.
- 8.7 Should individuals be concerned that the property is used for anything other than residential use they should contact the Local Planning Authority to investigate a potential breach of planning control. This would enable the Local Planning Authority to take enforcement action, if necessary and proportionate. Whilst it appears that Crowlink Corner has been used for commercial reasons in the past, it does not currently appear to be used for anything other than residential use. The applicant currently lives at Crowlink Corner.
- 8.8 As the proposed track would serve a residential dwelling it should not lead to additional vehicles crossing the field and would not result in an increase in light pollution. For these reasons the proposal is in conformity with Wealden District Local Plan (1998) policy EN29 (Light pollution) and South Downs Local Plan (2018) policy SD8 Dark Night Skies. Similarly, as there would be no reason for traffic to increase the development should not have a negative effect on the tranquillity of the area and as such is in conformity with Policy SD7: Relative Tranquillity.
- 8.9 Members of the public also expressed concern that an increase in traffic would pose a danger to livestock or people. However, again, as there should be no increase in traffic there should be no additional risk to people or livestock. Whilst it is not possible to control the speed at which people drive it is considered that the proposed track would lead to improved safety for walkers and livestock and vehicles would follow a specific route, vehicles would be less likely to become stuck in the mud and less likely to skid.

Noise

- 8.10 Whilst the development may lead to a very slight increase in noise as vehicles will travel over a hard surface, rather than grass, due to the small number of vehicles which would need to use the track the proposal is unlikely to lead to an increase in noise. Vehicles travelling on the proposed track would be no noisier than vehicles traveling on Crowlink Lane and as such is consistent with South Downs Local Plan (2018) policy SD7: Relative Tranquillity.

Monitoring and enforcement of the track

- 8.11 The track covers a relatively short distance and as such would be unlikely to appeal to motorcyclists, trail riders and other pursuits by off-roaders. Should unauthorised vehicles be using the site members of the public should contact the police as this would be a civil matter.
- 8.12 The track should improve the safety of people and livestock as vehicles would follow a single route, rather than travel unpredictably across the field. The track would also reduce the risk of skidding in the mud – thereby reducing the risk of harm to livestock and people. The presence of the signpost where the track crosses the Public Right of Way should reduce the risk of an accident occurring.
- 8.13 The track requires very low maintenance, in fact as grass grows over the edges and central strip the track will increasingly blend into the surrounding landscape.

Ecological impact

- 8.14 The County Ecologist recognises that habitats within the proposed route currently comprise of grazed semi-improved grassland, and are of limited ecological interest. For this reason and due to the nature and scale of the proposed development it is considered that the proposed development would be unlikely to have a detrimental impact on biodiversity and can be supported from an ecological perspective. The proposed development is therefore in conformity with South Downs Local Plan SD9: Biodiversity, Geodiversity and SD11 Trees, Woodland and Hedgerows and Wealden Local Plan policy and Wealden District Local Plan (2013) policy WCS 12 Biodiversity.

The issue of precedent

- 8.15 Planning Law requires applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise (NPPF, paragraph 47). It is impossible for the planning authority to predict what (if any) planning applications may be submitted in the future and as such the LPA must consider the application on its own planning merits.

Hammerhead for turning

- 8.16 The hammerhead for turning would not be used as parking for Crowlink Corner. The submitted plan titled Proposed Site Plan 4 of 4 simply shows where vehicles turn. The applicant does not propose to re-surface this area. This plan has been provided in response to a request from the South Downs National Park Authority so that it, and anyone interested in the application may be able to understand where vehicles could turn. A condition has been proposed to prevent the hammerhead turning area from being resurfaced.

Need for an access track

- 8.17 Whilst a number of objections from people who have not needed to access Crowlink Corner have suggested a track is not necessary, many of the representations submitted by people who have visited Crowlink Corner from Crowlink Lane have noted the difficulty of accessing the site – especially in wet weather and in foggy conditions. Therefore, on balance, the need for the track has been justified to the SDNPA.

Protective Covenant

- 8.18 Reference has been made to restrictive covenants that apply to the land. Officers have reviewed the contents of the specific covenants and do not consider that there is anything within such covenants which restricts the development as proposed.

9. Conclusion

- 9.1 The proposed development would improve the access to Crowlink Corner whilst not having an unacceptable impact on the surrounding landscape (SDLP policy SD4). It would not result in an increase in traffic and as such would not affect the tranquillity of the area (SDLP policy SD7), dark night skies (SDLP policy SD8 and Wealden District Council Local Plan policy EN29) or cause an increased risk of harm to livestock or people. In addition the proposed development would not have an unacceptable impact on ecology (SDLP policy SD9) or on Public Rights of Way (Partnership Plan policy 28) and as such should be permitted.

10. Reason for Recommendation

- 10.1 It is recommended that planning permission be granted subject to the following conditions:

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

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

2. No development shall take place until the applicant has secured the implementation of a programme of archaeological works in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Local Planning Authority.

A written record of any archaeological works undertaken shall be submitted to the Local Planning Authority within 3 months of the completion of any archaeological investigation unless an alternative timescale for submission of the report is first agreed in writing with the Local Planning Authority.

Reason: To ensure that the archaeological and historical interest of the site is safeguarded and recorded to comply with the National Planning Policy Framework.

3. A minimum of 14 working days' prior notice of the commencement date of development shall be given in writing to the South Downs National Park Authority.

Reason: To enable the nominated archaeological organisation to be notified in advance of the development commencing.

4. No external lighting or floodlighting shall be installed without the prior written approval of the South Downs National Park Authority. Any that is installed with the permission of the South Downs National Park Authority shall be maintained in accordance with the approved details.

Reason: In the interests of the amenities of the locality and in accordance with South Downs Local Plan (2017) policy SD8: Dark Night Skies.

5. No work shall be carried out on the site unless and until an effective vehicle wheel-cleaning facility has been installed in accordance with details approved by the South Downs National Park Authority in writing and such facility shall be retained in working order and operated throughout the period of work on the site to ensure that vehicles do not leave the site carrying earth and mud on their wheels in a quantity which causes a nuisance, hazard or visual intrusion from material deposited on the road system in the locality.

Reason: In the interest of highway safety.

6. The hammer head turning area shown on amended proposed site plans no 4 shall not be resurfaced and shall be grassed at all times.

Reason: To minimise landscape impact and limit the development to that applied for.

7. The sub-base of the track hereby permitted shall be constructed from a Geotextile membrane and 20mm of crushed hardcore only. The surface of the track shall be made of crushed limestone with a depth of 10mm and shall be constructed as shown on submitted drawing titled Typical Section.

Reason: To limit the development to that applied for.

8. The track hereby permitted shall include a central grass strip, 0.8m wide and 0.975m from each edge of the track, as shown on submitted drawing titled Typical Section.

Reason: To limit the development to that applied for and to reduce the landscape impact of the development in accordance in Local Plan policy SD4: Landscape Character

9. Prior to commencement of development, the specification and locations of bat and bird boxes to be incorporated into the development and planting details to infill the existing hedgerow shall be submitted for written approval to the South Downs National Park Authority. Development shall subsequently proceed in accordance with any such approved details and the boxes shall be maintained and retained permanently as such thereafter.

Reason: To enhance biodiversity in accordance with South Downs Local Plan (2017) Policy SD9.

10. No removal of trees or hedgerows on the site (in accordance with the approved plans for the development hereby approved) shall take place between the 1 March and 31 August inclusive in any year unless otherwise approved in writing by the South Downs National Park Authority.

Reason: To ensure that animals are protected and their habitats enhanced, in accordance with the Wildlife and Countryside Act 1981 and the NPPF.

11. Development shall proceed strictly in accordance with the recommendations of the Arboricultural report dated July 2018.

Reason: In the interest of ecology.

12. Tree Protection Measures shall be undertaken in accordance with the measures described in section 5 of the Arboricultural report.

Reason: In the interest of ecology.

13. The surface treatment of the track shall not be upgraded/altered or changed without the prior written consent of the Local Planning Authority.

Reason: To limit the impact on the surrounding landscape.

11. Crime and Disorder Implication

- 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 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 add additional value as identified by SDNPA Officers and consultees.

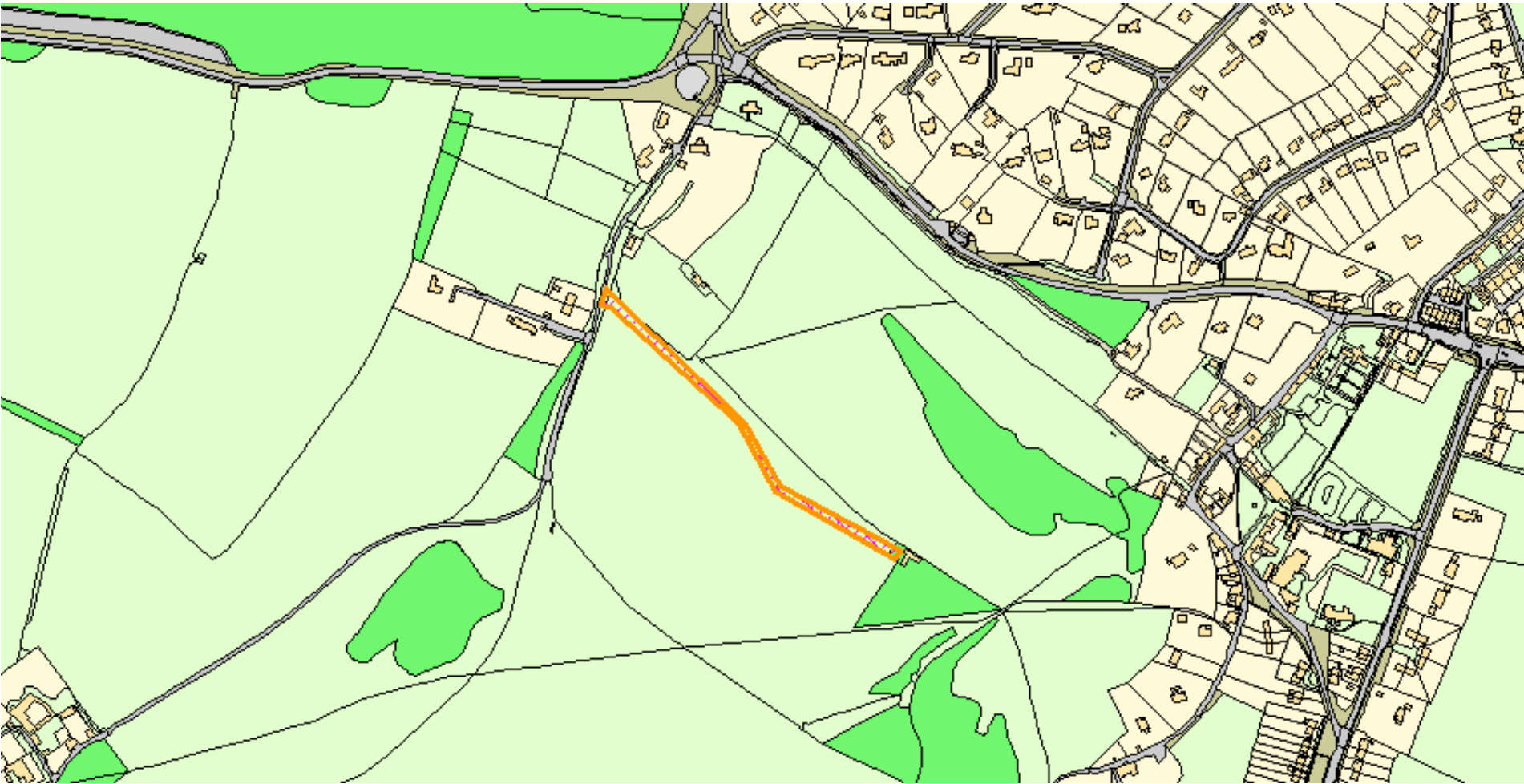
TIM SLANEY

Director of Planning

South Downs National Park Authority

Contact Officer: Natalie Chillcott
Tel: 01730 819289
email: Natalie.chillcott@southdowns.gov.uk
Appendices I. Site Location Map
SDNPA Legal Services, Director of Planning.
Consultees
Background Documents All planning application plans, supporting documents, consultations and third party responses
<https://planningpublicaccess.southdowns.gov.uk/online-applications/simpleSearchResults.do?action=firstPage>
National Planning Policy Framework (2018)
<https://www.gov.uk/government/publications/national-planning-policy-framework--2>
South Downs National Park Partnership Management Plan 2013
<https://www.southdowns.gov.uk/national-park-authority/our-work/key-documents/partnership-management-plan/>
Wealden District Council (1998): Wealden District Local Plan
http://www.wealden.gov.uk/Wealden/Residents/Planning_and_Building_Control/Planning_Policy/Former_Local_Plan/Planning_Adopted_Wealden_Local_Plan_1998.aspx
Wealden District Council and South Downs National Park Authority:
Wealden Core Strategy Local Plan (2013)
http://www.wealden.gov.uk/Wealden/Residents/Planning_and_Building_Control/Planning_Policy/CoreStrategy/Core_Strategy_Local_Plan.aspx
East Dean and Friston Village Design Statement
<https://www.southdowns.gov.uk/planning/community-planning/village-design-statements/>

Site Location Map



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