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**SOUTH DOWNS NATIONAL PARK AUTHORITY
PLANNING COMMITTEE**

A meeting of the Planning Committee will be held at **10.00 am** on **Thursday, 15th April, 2021** at the **Online via Zoom Cloud Meetings**

Trevor Beattie, Chief Executive (National Park Officer)

AGENDA

- 1. Apologies for absence**
- 2. Declaration of interests**
To enable Members to declare to the meeting any disclosable interest they may have in any matter on the agenda for the meeting.
- 3. Minutes of previous meeting held on 11 March 2021** (Pages 5 - 12)
To approve as a correct record the minutes of the Planning Committee meeting held on 11 March 2021.
- 4. Matters arising from the previous meeting minutes**
To enable any matters arising from the 11 March 2021 Planning Committee minutes that are not covered elsewhere on this agenda to be raised.
- 5. Updates on previous Committee decisions**
To receive any updates on previous Committee decisions.
- 6. Urgent matters**
To consider any matters on the agenda which the Chair agrees should be considered as a matter of urgency due to special circumstances.

DEVELOPMENT MANAGEMENT

- 7. Application Number: SDNP/19/06024/FUL - Land adjacent to Coppice Cottages**
(Pages 13 - 32)
Local Authority: East Hampshire District Council
Proposal: Development of 12 new dwellings comprising 1 no. detached 2 storey dwelling and 10 no. semi-detached 2 storey dwellings, detached garage block, 2 no. new access from Coombe Road and 5 metre landscape buffer on southern boundary.
Address: Land adjacent to Coppice Cottages, Coombe Road, East Meon, Petersfield, Hampshire.
To consider a report by the Director of Planning (Report PC20/21-40).
- 8. Application No: SDNP/20/05439/FUL - Iford Farm** (Pages 33 - 58)
Local Authority: Lewes District Council
Proposal: Consolidation of farming activities at Iford Farm through the erection of 2 No. Cattle Sheds, Straw Barn and Machinery Shed incorporating Fertiliser Store and Welfare Facilities and hardstanding; new farm access from C7 Piddinghoe Road, conversion of redundant building to commercial B8 use and regularisation of established commercial uses in adjacent buildings; and landscaping including woodland planting, surface water attenuation pond and wildlife planting to create biodiversity net gain
Address: Iford Farm The Street Iford BN7 3EU
To consider a report by the Director of Planning (Report PC20/21-41).

9. Application No: SDNP/20/05442/FUL - Iford Farm (Pages 59 - 72)

Local Authority: Lewes District Council

Proposal: Demolition of redundant modern straw barn at Sheepyard Barns, Conversion of redundant Sprayer Shed to BI(a) office use and demolition of redundant above ground slurry tank.

Address: Iford Farm, The Street, Iford, BN7 3EU.

To consider a report by the Director of Planning (Report PC20/21-42).

10. Application No: SDNP/20/05441/FUL - Swanborough Farm (Pages 73 - 88)

Local Authority: Lewes District Council

Proposal: 1. Demolition of redundant straw barn; 2. Conversion of redundant cattle shed to stabling in connection with existing livery business; 3. Extension to existing private stable building.

Address:

Swanborough Farm, Downlands, Swanborough Drove, Swanborough, BN7 3FD.

To consider a report by the Director of Planning (Report PC20/21-43).

STRATEGY & POLICY

11. Viticulture Technical Advice Note (Pages 89 - 118)

To consider a report by the Director of Planning (Report PC20/21-44).

12. Adoption of the Guidance on Parking for Residential and Non-Residential Development Supplementary Planning Document (SPD) (Pages 119 - 208)

To consider a report by the Director of Planning (Report PC20/21-45).

13. Rogate & Rake Neighbourhood Development Plan Decision Statement (Pages 209 - 240)

To consider a report by the Director of Planning (Report PC20/21-46).

Members of the Planning Committee

Alun Alesbury, Heather Baker, Janet Duncton, Thérèse Evans, Barbara Holyome,
Diana van der Klugt, Gary Marsh, Robert Mocatta, Vanessa Rowlands, Andrew Shaxson and
Richard Waring

Ex officio Members (may participate on Policy items but not vote): Ian Phillips

Members' Interests

SDNPA Members have a primary responsibility for ensuring that the Authority furthers the National Park Purposes and Duty. Members regard themselves first and foremost as Members of the Authority, and will act in the best interests of the National Park as a whole, rather than as representatives of their appointing body or any interest groups.

Members are required to declare any disclosable pecuniary interest that is not already entered in the Authority's register of interests, and any personal interest and/or public service interest (as defined in Paragraph 18 of the Authority's Code of Conduct) they may consider relevant to an item of business being considered at the meeting (such disclosure to be made at the commencement of the meeting, or when the interest becomes apparent).

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SOUTH DOWNS NATIONAL PARK AUTHORITY

PLANNING COMMITTEE 11 March 2021

Held: online via Zoom videoconferencing, at 10am.

Present: Alun Alesbury (Chair), Heather Baker, Janet Duncton, Thérèse Evans, Barbara Holyome, Diana van der Klugt, Gary Marsh, Robert Mocatta, Vanessa Rowlands, Andrew Shaxson and Richard Waring.

Also attended by: Russell Oppenheimer.

Officers: Tim Slaney (Director of Planning), Rob Ainslie (Development Manager), Lucy Howard (Planning Policy Manager), Becky Moutrey (Solicitor), Richard Sandiford (Senior Governance Officer) and Sara Osman (Governance Officer).

Also attended by: Richard Ferguson (Development Management Lead (West)), Sabrina Robinson (Monitoring and Compliance Officer – Minerals and Waste), Kirsten Williamson (Planning Policy Lead), Chris Paterson (Communities Lead).

OPENING REMARKS

295. The Chair welcomed Members to the meeting and informed those present that:

- Due to the Coronavirus pandemic full meetings were not able to be held at the Memorial Hall until further notice, hence the meeting of the South Downs National Park Authority was held using the Zoom Cloud Meetings software.
- The meeting was being webcast by the Authority and would be available for subsequent on-line viewing. Anyone entering the meeting was considered to have given consent to be filmed or recorded, and for the possible use of images and sound recordings for webcasting and/or training purposes.

296. The Governance Officer confirmed the Members of the Planning Committee who were present and that the meeting was quorate.

297. The Chair reminded those present that:

- SDNPA Members had a primary responsibility for ensuring that the Authority furthers the National Park Purposes and Duty. Members regarded themselves first and foremost as Members of the Authority, and would act in the best interests of the National Park as a whole, rather than as representatives of their appointing body or any interest groups.

ITEM 1: APOLOGIES FOR ABSENCE

298. There were no apologies.

ITEM 2: DECLARATION OF INTERESTS

299. The Chair disclosed a general, non-prejudicial interest on behalf of some of the Members present, as one of the speakers for item 8, Mr Kemp-Gee, was a founder Member of the Authority and was known to some of the Members present

300. Robert Mocatta disclosed a non-prejudicial public service interest in items 7 and 8 as a District Councillor for East Hampshire District Council (EHDC). Also, one of the speakers for item 8, Councillor Mark Kemp-Gee, was known to him as a fellow EHDC councillor.

301. Janet Duncton disclosed a non-prejudicial public service interest in item 9 as a West Sussex County Councillor.

302. Andrew Shaxson disclosed a non-prejudicial public service interest in item 9 as a parish councillor for Harting Parish Council.

303. Therese Evans disclosed a non-prejudicial public service interest in item 10 as a Winchester City Councillor. The speaker for this item, Councillor Chris Corcoran, was also known to her.

304. Barbara Holyome disclosed a non-prejudicial public service interest in item 10 as the speaker for this item, Councillor Chris Corcoran, was known to her.

ITEM 3: MINUTES OF PREVIOUS MEETING HELD ON 11 FEBRUARY 2021

305. The minutes of the previous meeting held on 11 February 2021 were agreed as a correct record and signed by the Chair, subject to the following amendment:
- The date listed at the top of the minutes was incorrect and should say '11 February 2021' (and not '21 January 2021'). The minutes were confirmed to be the correct record of the 11 February 2021 meeting.

ITEM 4: MATTERS ARISING FROM PREVIOUS MINUTES

306. A member asked for an update on application SDNP/20/01535/FUL – Butser Hill Lime Works, the decision for which had been delegated to the Director of Planning in consultation with the Chair of the Planning Committee. The Director of Planning confirmed that discussions had taken place and the decision would be issued imminently, and a copy of the decision would be circulated to members of the planning committee.

ITEM 5: UPDATES ON PREVIOUS COMMITTEE DECISIONS

307. The appeal for SDNP/19/01876/FUL - Soldiers Field House had been allowed.
308. The appeal for SDNP/19/04720/FUL - Land rear 34 Lavant Street had been dismissed.

ITEM 6: URGENT ITEMS

309. There were none.

ITEM 7: SDNP/18/06111/FUL – Liss Forest Nursery, Greatham

310. The Case Officer presented the application and referred to the update sheet.
311. The following public speakers addressed the Committee:
- Cllr Mark Rodbert spoke against the application representing Greatham Parish Council;
 - Elly Butler spoke against the application representing herself;
 - Anna Dale-Harris spoke against the application representing herself;
 - Aaron Wright spoke in support of the application as the agent representing the applicant.
312. The Committee considered the report by the Director of Planning (Report PC20/21-35), the update sheet and the public speaker comments, and requested clarification as follows:
- The application proposed combination boilers to be installed in dwellings. Was Greatham on mains gas?
 - Was the hedge that formed a boundary between the site and the Petersfield Road in the ownership of the applicant?
 - Was the proposed housing mix appropriate and could there be fewer larger dwellings to allow for more 2-3-bed properties?
 - What would be the implications if members deferred the decision to enable the applicants to deal with any issues raised?
 - What was local response to the loss of a shop in this application, were a shop had been proposed as a community asset in the South Downs Local Plan (SDLP) allocation? Was there scope to provide a shop and café and/or farm shop, especially as this site was adjacent to the village primary school and opposite the village hall?
 - Did the scheme provide sufficient open space?
313. In response to questions, Officers clarified:
- Greatham village did have mains gas, however the sustainability of installing gas reliant boilers had been questioned by the parish council.
 - The hedge was in the ownership of the applicant however the grass bank between the hedge and the road was not in the applicant's ownership.
 - Paragraph 8.18 of the officer's report detailed the reasons behind the proposed housing mix. It was the view of officers that, on balance, the mix was considered acceptable as, whilst a notable percentage of larger dwellings was proposed, this would help to deliver affordable housing. Policy SD71 of the SDLP also required that any development proposal

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should provide clear transition in form and layout with a reduced build intensity from Petersfield Road east towards the open countryside and the housing mix allowed for this, with the larger units along the Petersfield Road edge of the scheme.

- This site was allocated for residential development of 35-40 dwellings in the South Downs Local Plan (SDLP). Members could be minded to defer the decision if, after the debate, they felt that the application could meet the SDLP policies with amendments.
- The provision of a shop had been mentioned in many representations with mixed feelings amongst the local community on whether it should be included or not. It was not a prerequisite to meet policy, and whilst a shop was in the original proposed, following discussions it was decided that it was best to put forward a wholly residential scheme. However, there was nothing to preclude a shop or even café being proposed in a development scheme for this site and if it came forward as part of the scheme it would be supported.
- The open space had been maximised given the number of dwellings, which was in the middle of the 35-40 dwellings allocated) and it was useable space.

314. The Committee discussed and debated the application, making the following comments:

- The committee agreed that the scheme was too suburban, was not landscape led and that it did not provide a sense of placemaking within the village.
- Developer had not sufficiently addressed local community's views.
- There could be an opportunity for this site, located next to the school and opposite the village hall, to create a centre for the village and the scheme was inward looking in its design.
- The design and layout was considered uniform and did not respect the local traditions and individuality of design of existing dwellings, and as such did not add anything to the village.
- This development did not provide a sustainable heating source for dwellings (i.e a transition away from gas central heating). Sustainable construction for any new development should provide for an alternative heat source and not provide heating reliant on gas, which the Government had committed to phasing out.
- Members considered that the affordable housing policy could be met with a different housing mix, or that some of the CIL liability could be offset, as outlined in paragraph 8.38 of the officer's report, which could make a difference to the viability of the development and enable it to meet the policy for affordable housing.
- Members were concerned that the viability had not been sufficiently progressed to determine an achievable level of affordable housing.
- The scheme was not sufficiently close to a satisfactory design to consider deferring it.

315. It was proposed to vote on the officer's recommendation.

316. **RESOLVED:** That planning permission be refused for the reasons as set out in Paragraph 10.1 of the officer's report.

ITEM 8: SDNP/20/03365/FUL - Meadow Farm

317. The Case Officer presented the application, referred to the update sheet.

318. The following public speakers addressed the Committee:

- Cllr Mark Kemp-Gee spoke against the application as Hampshire County Councillor for the Alton Rural Division
- Cllr Terry Blake spoke against the application representing Worldham Parish Council
- Roy Polley spoke against the application representing himself
- Bruce Weller spoke in support of the application as the agent representing the applicant.

319. The Committee considered the report by the Director of Planning (Report PC20/21-36), the update sheet and the public speaker comments, and requested clarification as follows:

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- How would conditions 4 & 5 be monitored?
- Clarification was sought on the timescale for the application. The report stated that the applicant proposed any further soil importation would be completed in time for the Autumn 2021 crop planting however, the conditions stipulated that importation of inert soil and the earthworks associated with the land raising should be completed within 18 months of first commencement of the development.
- How many enforcement cases had there been on this site?
- Clarification of the need for the temporary car parking area.
- How would this application enhance the natural beauty of the National Park?
- Was there evidence of flooding in fields surrounding this site?

320. In response to questions, Officers clarified:

- The site would be on a monitoring list and would have monthly visits from SDNPA officers, who would check waste transfer notes to ensure that the correct tonnage of soil was imported to the site. This would be undertaken in consultation with the Environment Agency.
- If the application was approved and the applicants could start importing soil in spring 2021, the proposal could be finished by autumn 2021. However, the 18-month timeframe was conditioned to allow for the correct amount of soil to be found if it took time to get soil from various sources, and to allow for details to be provided at the discharge of conditions stage, where ecological monitoring of the site needed to be approved by SDNPA officer and the Environment Agency.
- There had been 8 enforcement cases in connection with the adjacent land which is subject to a Certificate of Lawful Use (Existing), dating back to 2015. Of these, one was permitted development, six the site operator cleared/rectified the breach, one was closed and the remaining one was the subject of this application.
- Condition 20 required the removal of the temporary car parking area, hardstanding and site office from the site within 3 months after the completion of the final profiling of the imported material. However, during the process of bringing soil on site it was considered typical for a development of this size to provide welfare space for staff and to keep documents. The car parking provision was for on-site workers and to enable SDNPA and EA officers to monitor the site.
- Whilst this was not considered a landscape led scheme, the conditions would ensure that it would be a well-run agricultural site that would enhance natural beauty by providing wildlife habitats and wetland areas around the ponds.
- The site was not within a flood risk zone and adjoining fields did not flood, however they were in better quality than this site.

321. The Committee discussed and debated the application, making the following comments:

- The Committee strongly agreed that importing soil to the site from outside the National Park was unacceptable, would cause harm to the landscape, and was not in line with duty and purposes of a National Park.
- Members raised concern that the applicants had created a problem on the site by importing waste material, and that they should be responsible for restoring the site to conditions favourable for growing crops.
- There was a consensus that there were too many unanswered issues and inconsistencies in this application for the committee to grant permission. It was not clear what the applicants intended to do with the site in the long term.

322. Officers noted concerns from Members that enforcement action should be undertaken at this site.

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323. It was proposed and seconded that the application should be refused, on the grounds that the importation of a significant amount of material, would result in an adverse impact on the landscape character of the area, altering the levels at odds with the character of the original field and that of the surrounding area and adding in unwarranted temporary structures, routes and associated paraphernalia, as well as the disruption and disturbance caused by the importation to the site of a substantial quantity of extraneous material. The final form of words to be delegated to the Director of Planning in consultation with the Chair of the Planning Committee.

324. **RESOLVED:** That planning permission be refused for the reason set out in 323 above and that the final form of the reason for refusal be delegated to the Director of Planning in consultation with the Chair of the Planning Committee.

325. Ian Philips joined the meeting.

ITEM 9: Adoption of the West Sussex Soft Sand Single Issue Review of the Joint Minerals Local Plan

326. The Planning Policy Lead presented the report.

327. The Committee considered the report by the Director of Planning (Report PC20/21-37) and made the following comments:

- It was noted that any inconsequential changes should be suggested to officers in time for them to be included in the report to the next full authority NPA meeting.
- Members queried why the table detailing the assessment for each site allocation (on page 96 of the full papers), indicated that it was uncertain what effect the policy would have on so many of the objectives. Officers clarified that this assessment reflected the sites at this stage of the process, providing a true reflection of the sites are present, and that this would enable a comparison to be made over time.
- Members complimented officers on a well-written report which made a complicated issue clear to understand.

328. **RESOLVED:** The Committee recommend that the National Park Authority:

- 1) Note the content of the Inspector's Report and his conclusion that the Soft Sand Review of the Joint Minerals Local Plan provides an appropriate basis for the planning for soft sand within the West Sussex including that area which lies within the National Park, provided that a number of Main Modifications are made to it;
- 2) Note the findings of the Sustainability Appraisal (incorporating Strategic Environmental Assessment) and the Habitat Regulations Assessment of the Soft Sand Review of the Joint Minerals Local Plan;
- 3) Delegate to the Director of Planning in consultation with the Chair of the Authority to make any other inconsequential changes to the text required prior to publication of the updated West Sussex Joint Minerals Local Plan;
- 4) Adopt the Soft Sand Review of the Joint Minerals Local Plan as amended by the Inspector's recommended Main Modifications to form revised policies M2 and M11 of the statutory minerals plan for the South Downs National Park within West Sussex, and use these policies as the basis for planning decisions for soft sand minerals development across this area of the National Park along with neighbourhood development plans and the South Downs Local Plan, where relevant; and
- 5) Publish an updated version of the West Sussex Joint Minerals Local Plan (2018) and the relevant Policies Map.

ITEM 10: South Downs National Park Authority's (SDNPA) response to the Submission (Regulation 16) Consultation on the Twyford Neighbourhood Plan (TNP)

329. The Communities Lead presented the report and referred to the update sheet.

330. The following public speakers addressed the Committee:

- Cllr Chris Corcoran commented on the item, representing Twyford Parish Council.

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331. The Committee considered the report by the Director of Planning (Report PC20/21-38), the public speaker comments and the update sheet, and requested clarification as follows:
- Members asked for clarification on a point raised by the speaker, that many of the comments made by officers at the pre-submission stage were repeated again at the submission stage, and a query had also been raised on why there was a need for further evidence to be provided.
 - The Twyford Conservation Area map on page 148 of the full meeting papers (page 20 of the TNP) shows that part of the allocated site is in the Conservation Area. However, on page 208 of the full papers, the comment on policy DB1 states that 'Part of the boundary of the site is in close proximity to the Conservation Area'.
 - Could the SDNPA response ensure that Policy HN6 in the Twyford Neighbourhood plan maintains the flexibility of policies SD30 and SD31, which applies a limitation of *approximately* 30% for extensions and replacement dwellings?
332. In response to questions, Officers clarified:
- Officers had reviewed the comments made both at pre-submission and submission stages and felt there were still some areas that need addressing, so those comments had been repeated at submission stage in order to gain clarification on these matters. Following submission of the SDNPA response to the Examiner, there were processes in place for further evidence to be prepared and submitted in order to support policies within the neighbourhood plan. There would also be opportunities for discussions to take place between the SDNPA, the Examiner and the parish council.
 - Officers agreed to correct the comment on policy DB1 to ensure it was clear that part of the site fell within the Conservation Area.
 - Officers agreed to review the wording of the response to ensure that the wording from policy HN6 included a reference to the term *approximately* as per policy SD0 and SD31: "For extensions and replacement dwellings, policies SD 30 and SD 31 will apply with *approximately* 30% limitations in each and every case".
333. The Committee discussed and debated the report, making the following comments
- Members commended Twyford Parish Council and others involved in putting together the Neighbourhood Plan.
334. **RESOLVED:** The Committee agreed the Table of Comments as set out in Appendix 2 of the officer's report and Update Sheet, which will form the South Downs National Park Authority representation on the Twyford Neighbourhood Plan (TNP) Submission consultation, subject to minor amendments reflecting the member discussion at the 11 March 2021 planning committee meeting.
335. Janet Duncton left the meeting.

ITEM 11: SDNPA response to the National Planning Policy Framework changes and the National Model Design Code consultation proposals

336. The Planning Policy Manager presented the report.
337. The Committee considered the report by the Director of Planning (Report PC20/21-39) and made the following comments:
- The committee fully supported the response.
 - It was agreed to state in the letter that the duty of a National Park Authority was subordinate to its purposes.
338. **RESOLVED:** The committee:
- 1) Approved the SDNPA response to the National Planning Policy Framework and National Model Design Code consultation proposals set out in Appendix 1 of the officer's report.
 - 2) Delegated authority to the Director of Planning in consultation with the Chair of Planning Committee to make any minor changes to the response.

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339. The Chair closed the meeting at 13:20.

CHAIR

Signed: _____

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Agenda Item 7
Report PC 20/21-40

Report to	Planning Committee
Date	15 April 2021
By	Director of Planning
Local Authority	East Hampshire District Council
Application Number	SDNP/19/06024/FUL
Applicant	Southcott Homes (Fareham) Ltd
Application	Development of 12 new dwellings comprising 1 no. detached 2 storey dwelling and 10 no. semi-detached 2 storey dwellings, detached garage block, 2 no. new access from Coombe Road and 5 metre landscape buffer on southern boundary.
Address	Land adjacent to Coppice Cottages, Coombe Road, East Meon, Hampshire

Recommendation: That planning permission be refused for the reasons as set out in paragraph 10.1 of the report.

Executive Summary

The application site is an area of arable land on the edge of East Meon, south of Coombe Road. It is in an elevated position and is prominent on the road and in longer views. The application site is allocated for 11 dwellings in Policy EM16 of the East Meon Neighbourhood Development Plan.

The application has been subject of lengthy discussions with the applicant's project team and East Meon Parish Council has also been involved to an extent. The layout and building design has been revised as part of this negotiation process. Whilst improvements have been made to the scheme, there are landscape concerns and the scheme proposes an overly suburban character along the frontage of the road and trees, causing harm to the rural road and landscape character. A reason for refusal on landscape grounds is therefore proposed.

The revised submission included drainage proposals to manage surface water within the site. Surface water flooding is a concern in the area but the drainage proposals have not been sufficiently informed with evidence. Proposals do not demonstrate that they are feasible and that there will not be flooding within the site and no increase of flood risk elsewhere. In the absence of this, refusal on this basis is proposed.

Another reason for refusal is based on the absence of a demonstrated safe and effective access to the site, particularly for large and emergency vehicles.

A fourth reason for refusal is recommended on the basis of not having secured various Section 106 requirements securing a nitrate neutrality mitigation scheme and on site affordable housing provision.

This application is placed before committee due to the policy considerations and level of local interest.

1. Site Description

- 1.1. The application site comprises a rectangular field of 0.50 hectares of arable land. It is located south of the 1950s semi-detached houses at Coombe Road and west of Coppice Cottages and a small car park. There are hedgerows along all boundaries of the site. There are also trees along the eastern boundary and a mature tree on the south east corner of the site. The application site is on a slope and is located on an elevated level from the road.
- 1.2. A public right of way (footpath 7b) runs to the east of the site from Coombe Road, through the neighbouring car park and south towards Duncombe Farm and hill. The site does not have an existing vehicular access. Footpath 13 is located at the southern end of Duncombe Road heading north. There is no footpath connection along Coombe Road at the moment.
- 1.3. The site falls within landscape character area E3b: Meon Valley - Valley Sides, as classified in the South Downs Landscape Character Assessment 2020 (SDLCA). This area is formed by sloping ground between the river valley bottom and the crest of the slope. The site is prominent from Coombe Road and from distant high ground level to the south and north beyond the settlement, including the hill at Duncombe Farm and Park Hill across the River Meon.
- 1.4. East Meon is located within an area susceptible of groundwater flooding. Environment Agency mapping shows that the site is not susceptible from surface water flooding, although the Neighbourhood Development Plan and representations do refer to surface water flooding issues along Coombe Road. A degree of water logging and run-off down the hill is evident, especially in the winter months.
- 1.5. The East Meon Conservation Area is located approximately 250 metres to the north east of the site. No listed buildings or other designated heritage assets are located nearby.
- 1.6. The application site is located within the Dark Sky Core (Zone E0). This is also an area of medium-low level of relative tranquillity as shown in the SDNP Tranquillity Study.

2. Relevant Planning History

- 2.1. No relevant planning history.

3. Proposal

- 3.1. The proposal has been subject to amendments over the course of the application. Originally the application proposed 11 dwellings with no affordable housing provision, and the current proposals are for 12 dwellings and the following housing mix:

Dwelling size	Open market	Affordable	Total
2 bedroom	4	4	8
3 bedroom	2	2	4
Total	6	6	12

- 3.2. The latest submission proposed 6 affordable dwellings, of which 4 to be of social rent tenure and 2 of shared ownership. The remaining 6 dwellings would be open market units. This would equate 50% of the dwellings to be affordable.
- 3.3. This proposal also includes the provision of a footway on the south side of Coombe Road along the boundary of the site, two vehicular accesses and parking throughout the site in the form of a car barn, tandem parking and garages. 28 parking spaces are proposed.
- 3.4. A green infrastructure feature (wildlife corridor) is proposed along the southern boundary of the site as well as nutrient neutrality mitigation for internationally protected areas in the Solent.

4. Consultations

4.1. East Meon Parish Council:

No objection, but raising concerns. An unequivocal 'no objection' comment to be provided once these are addressed:

Main issues:

- Flooding in this area is a concern. The Parish Council would like to see detailed effectiveness analysis, including an indication of what will happen to the water if/when

swales are full and consideration to more substantial drain along the back the development. The absolute minimum would be that development doesn't worsen the situation.

- Confirmation is sought from Southern Water that there is capacity for 12 dwellings without overflowing.
- Maintaining and upgrading private drainage, sewage and power systems, which have the potential to represent an unsustainable financial burden on people living on site.
- The Parish Council suggested to the developer continuously since 2019 for the footpath to be located on the north side of Coombe Road: a continuous footpath from Duncombe Road to village and school. A southern footpath would be rarely used and represent a waste of resources. This could present difficulties, but no evidence has been provided to confirm whether is unfeasible or not. The north option would also help to calm traffic in the area. The Parish Council understands that it is not consistent with the Neighbourhood Development Plan, but it would be a disappointment if this opportunity to improve pedestrian safety is not taken.
- Why hasn't electricity, rather than Liquefied Petroleum Gas (LPG), been proposed as the main energy source of dwellings?

Other comments:

- No objection to 12 dwellings instead of 11, subject to compliance with affordable housing requirements.
- The wildlife corridor should be implemented in full, perpetually maintained and secured in a planning obligation.
- Request for no development south of the site and that the land shall not be used other than for agriculture unless agreed by the Parish Council.
- Removal of permitted development rights to avoid the over extension of small homes.
- The wildlife buffer should be of native species, typical hedgerow, encouraging wildlife.
- Not convinced with the usefulness of the green roof carport.
- The height of buildings could impact neighbours to the north. The roof of plots 11 and 12 do not meet the NDP policy as the pitch would be too shallow. How would bin stores be used, and where would bins be stored?
- Positive to see that proposals meet parking requirements of the Parking SPD.
- Construction management plan to be conditioned.

4.2. **EHDC Drainage Engineer:** Objection.

- Ground water monitoring only took place for one week from 28th January to 4th February 2021. Information submitted provides an opinion, rather than conclusive evidence that there will be a minimum of 1m unsaturated zone below the base level of the proposed soakaways.
- Soakaway 3 is shown at a distance of 6.00m from Plot 12, but this will depend on the actual ground conditions encountered. In order to provide the usual 10.0m clearance, the site layout would require amending.
- The proposed drainage appears to conflict with the root protection zone of mature trees along the eastern boundary and also with the proposed planting elsewhere.
- Flood flow routes plans for an exceedance event show the areas of potential flooding contained within the parking and access areas. During an exceedance event the western access could be flooded restricting access.
- The box culvert under the new access road is likely to be difficult to maintain due to its limited height.
- No evidence has been provided to show that the rain gardens will work effectively.

4.3. **HCC Flood and Water Management:** Comments:

- Groundwater monitoring evidence submitted is considered sufficient to agree a 5m minimum unsaturated zone below ground level.
- The drainage layout shows 5.4m, 4.1m and 4.6m deep soakaways and there is insufficient information to demonstrate that there will be 1 metre unsaturated zone below the base of the proposed soakaways. This would require a re-design of the drainage system or to undertake additional groundwater assessment to a depth of at least 6450mm.
- The applicant has not submitted the requested detailed hydraulic calculations. Network Hydraulic Calculations should demonstrate that the entire drainage system is achievable and it will not increase surface water flood risk on or off site.
- Hydraulic Calculations are vital to demonstrate that the proposed drainage system and quantum of layout is achievable, whilst ensuring that flood risk will not be increased on or off site. Detailed hydraulic calculations together with the drainage drawings are requirements of our surface water checklist for every full planning application, as changes to the drainage strategy should be addressed before permission is given to avoid unnecessarily restricting potential drainage design solutions.

4.4. **SDNPA Landscape Officer:**

Negative effects upon the character of the rural lane:

- 2 accesses, loss of hedgerow and new footway with kerbs contribute to suburbanisation of the rural lane in combination with building design and pillars and walls at entrance.
- Narrow lanes, lack of painted lines, lack of standard pavements, closely bounded vegetation, etc. contribute to the rural character and distinctive qualities of a route or roadway. Paving fails to mitigate for the loss of all these other characteristic features, thus rural character is eroded.

Drainage:

- Site located at the bottom of the hill taking significant surface water from neighbouring land. Surface water flooding is a problem along Coombe Road.
- Drainage survey was undertaken post design-development and so the scheme has not been designed proactively with drainage in mind. Not landscape-led.
- Relies on post-design engineering solutions (pipes to soakaways to carry excess of surface water to ground). Soakaways on average last 15-20 years, soakaway 1 is located on the site boundary and 3 is in a private garden. Soakaway 2 is located beneath a swale and attenuation basin. There are questions around how these will work during a storm event, who and how will maintain these to ensure they work well for the lifetime of the site. also, soakaways are very deep.
- Swales are positive but squeezed around the edges, engineered and uniform. Question over their multi-functional design.
- Culverts add maintenance burden and are the opposite of a SuDS solution based upon 'at-surface' water management. Water within hidden pipes makes maintenance difficult.
- Priority should be given to avoidance and minimal hard standing. This clearly has not inspired the design. There are no proposals to store/re-use surface water as part of the site's sustainability measures.
- Drainage design based on a groundwater level that is 'to be confirmed'.

Other:

- Sides of site should remain undeveloped and trees protected.
- Concern with the dominance of buildings in the street scene.
- Previous recommendations to simplify architectural choices have not been taken. The layout of the site has been amended to work better with contours, except one building which runs across contours.

- Courtyard layouts are characteristic of chalk valley-bottom settlements, but this site is in rising ground and it is not clear what degree of levelling would be needed to facilitate this.
- Buildings towards the higher part of site are lower in height, which is positive.
- Materials would need to be of high quality.
- The submitted Ecosystem Services Statement is insufficient. It is well within the scope of the project to deliver many if not all of opportunities of ecosystem services.
- The Landscape and Visual Impact Assessment (LVIA) is insufficient.

Conclusion

- The layout in the Neighbourhood Development Plan has driven the design, which is considered inappropriate and not landscape-led. Starting with the landscape could have avoided or minimised negative effects and maximised the multiple benefits achievable at the site.

4.5. **Southern Water:** No objection:

- There is currently adequate capacity in the local sewerage network to accommodate foul flow from the above proposed 12 new dwelling development. An application to connect to a public sewer would be required.

4.6. **HCC Highways Officer:** Objection:

- Inadequate means of access: access points are not wide enough to allow for two way passing, which would lead to unnecessary stopping or reversing onto the highway, which is a safety concern.
- No evidence has been provided as to whether the Fire Service would be able to access the site, manoeuvre and egress back onto the highway in a forward gear. Without such evidence, the Highway Authority cannot agree the access proposals.
- The eastern access should be a wider bell mouth junction.
- The proposed footway on the frontage would be subject to a S278 approval. It is not clear how the footway would formally connect to the existing network.
- Suitable drainage should be in place on the access to prevent surface water from the site discharging on the adjacent highway.

4.7. **HCC Fire and Rescue:** Comment:

- Access and facilities for Fire Service Appliances and Firefighters should be in accordance with current Building Regulations.

4.8. **Tree Officer:** Comment:

- The drainage plans will, in all probability, have a negative impact on the existing boundary trees if undertaken by mechanical trenching. A tree protection plan and an arboricultural method statement is required.

4.9. **Design Review Panel:** Comments:

- The Panel feel that the indicative plan within the NDP is not demonstrably landscape-led. There should have been a better understanding of the landscape. The design approach is not robust enough to support.
- The Panel recommends a full review and context appraisal of the site. It would seem that the built environment follows the contours of the valley - Coombe Road is a good example of this. In the older parts of the village there are more ad-hoc, random arrangements of developments, the Panel feel a better understanding of these areas would help inform the proposed layout on this site.
- Opportunity to access this site from the adjoining car park, this should be considered.
- The Panel are not convinced that the proposed footpath is best located along the 'street frontage', we think that would urbanise a rural lane. The Panel feel the use of swales, to help mitigate against surface water runoff and the land drainage issues, should be a key feature of your landscape strategy. House sizes are excessive.

4.10. Sustainable Construction: Comments:

- Overall, compliant with Sustainable Construction SPD requirements.
- Clarification regarding amount of green roof and whether plots 1, 2, 4, 5 & 6 will include EV charging points. Conditions recommended.

4.11. EHDC Housing Enabling Officer: No objection.

4.12. SDNPA Design Officer: No objection.

4.13. EHDC Refuse and Recycling Team: No objection.

4.14. Archaeology Officer: No objection subject to condition.

4.15. Ecology Officer: No objection subject to conditions.

4.16. Natural England: No objection subject to Section 106 legal agreement.

4.17. HCC Public Rights of Way Officer: No objection.

4.18. Environment Agency: No objection.

5. Representations

5.1. A total of 20 third-party representations have been received: 15 objecting to the proposal and 5 neutral comments. The representations raised the following issues:

Objection

- Concerns with the great amount of surface water on this site when there is a significant rainfall, discharging onto Coombe Road and in occasions, flooding gardens and houses north of the road. Roads, parking and houses will exacerbate the problem. The loss of the hedge may too.
- Coombe road is busy with traffic, including school traffic, which lead to congestion. Additional access points will make the road more dangerous for pedestrians having to cross. It would be better if the path was on the north side of the road.
- Parking pressures in the area. Not sufficient parking spaces proposes and the number of dwellings is too many. Households usually have more than 2 cars and even a caravan. The majority of garages are to be used for storage.
- The site is too small for this development.
- New houses will directly look into properties north of the road, losing privacy and daylight. New properties are too close to others. Loss of views.
- The sewage system will not cope with extra development. It should be upgraded. How would it neutralise nitrogen?
- Plots 5 and 6 would read as being identical. Plot 1 is prominent and oppressive, creating a visual stop. Houses, due to their scale and bulk, are too dominating for this position, blocking the view out of the village from Duncombe Road. Houses 10 and 11 are unsympathetic to the traditional layout of the historic village.
- The plans do not make clear the number of dwellings (11 or 12). Plans do not show any rental accommodation or affordable housing.

Neutral

- The proposal should include opportunities for biodiversity improvements in and around the development and it should conserve biodiversity. Swift bricks should be incorporated into this development. Measures should be put in place to protect habitats and species. Is the removal of the hedge compliant with legislation? Could part of it be retained?
- Other bat surveys show that there are further species in the area than what's stated in the submitted reports. Mitigation should be up to date. Lighting should be designed to avoid disturbance to wildlife. Corridors to be installed to help other species and planting encourage wildlife and pollinators, including permeable boundaries.
- There is a drainage issue. Houses in Coombe Road suffer from run-off floodwater. The drainage report needs to make appropriate remedial actions to address local concerns.

The soak-away system to absorb water will not cope with water coming from outside the site.

- Only 2 parking spaces per home will add to parking issues in the village. Most households will have 2 or 3 cars and may have visitors.
- Construction works should be managed,. Vehicles should be contained within the site only during the construction process.

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 of the **South Downs Local Plan 2014-2033** and the **East Meon Neighbourhood Development Plan 2016-2032**. 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 and Circular 2010

- 6.3. Government policy relating to National Parks is set out in English National Parks and the Broads: UK Government Vision and Circular 2010 and The National Planning Policy Framework (NPPF) which was issued and came into effect in February 2019. 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 landscape and scenic beauty in the national parks and that the conservation of wildlife and cultural heritage are important considerations and should also be given great weight in National Parks.

National Planning Policy Framework (NPPF) 2019

- 6.4. The National Planning Policy Framework has been considered as a whole. The following NPPF sections have been considered in the assessment of this application:

- Achieving sustainable development
- Delivering a sufficient supply of homes
- Building a strong, competitive economy
- Promoting healthy and safe communities
- Promoting sustainable transport
- Making effective use of land
- Achieving well-designed places
- Meeting the challenge of climate change, flooding and coastal change
- Conserving and enhancing the natural environment
- Conserving and enhancing the historic environment

Relationship of the Development Plan to the NPPF and Circular 2010

- 6.5. The development plan policies listed below have been assessed for their compliance with the NPPF and are considered complainant with it.

The South Downs National Park Partnership Management Plan 2020-2025

- 6.6. The South Downs Partnership Management Plan as amended for 2020-2025 on 19 December 2019, sets out a Vision, Outcomes, Policies and a Delivery Framework for the National Park over the next five years. The relevant outcomes include:

- Outcome 1: Landscape and Natural Beauty
- Outcome 2: Increasing Resilience
- Outcome 3: Habitats and Species

- Outcome 7: Health and Wellbeing
- Outcome 9: Great Places to Live

Other relevant documents

- Affordable Housing Supplementary Planning Document (SPD) (2020)
- Sustainable Construction SPD (2020)
- Draft Parking SPD (second draft currently undergoing public consultation)
- South Downs Landscape Character Assessment (2020)
- Dark Night Skies Technical Advice Note (2018)
- Ecosystem Services Technical Advice Note (2019)
- Roads in the South Downs (2015)

7. Planning Policy

7.1. The following policies of the **South Downs Local Plan 2014-2033** are relevant to this application:

- SD1 – Sustainable Development
- SD2 – Ecosystems Services
- SD4 – Landscape Character
- SD5 – Design
- SD6 – Safeguarding Views
- SD7 – Relative Tranquillity
- SD8 – Dark Night Skies
- SD9 – Biodiversity and Geodiversity
- SD10 – International Sites
- SD11 – Trees, Woodland and Hedgerows
- SD16 – Archaeology
- SD17 – Protection of the Water Environment
- SD19 – Transport and Accessibility
- SD20 – Walking, Cycling and Equestrian Routes
- SD21 – Public Realm, Highway Design and Public Art
- SD22 – Parking Provision
- SD25 – Development Strategy
- SD26 – Supply of Homes
- SD27 – Mix of homes
- SD28 – Affordable Housing
- SD34 – Sustaining the Local Economy
- SD45 – Green Infrastructure
- SD48 – Climate Change and Sustainable Use of Resources
- SD49 – Flood Risk Management
- SD50 – Sustainable Drainage Systems
- SD54 – Pollution and Air Quality

7.2. The following policies of the **East Meon Neighbourhood Development Plan 2016-2032** are relevant to this application:

- EM1 – East Meon Housing Allocation to 2032
- EM2 – Settlement Policy Boundary
- EM3 – Size of Dwellings
- EM4 – Allocation of Affordable Housing
- EM5 – Protection of Valued Views
- EM6 – Layout and Form

- EM7 – Building Materials and Detailing
- EM8 – Outbuildings and Enclosure
- EM12 – Sewerage and Drainage
- EM13 – Surface Water Management
- EM16 – Land South of Coombe Road

8. Planning Assessment

Background

- 8.1. This planning application was submitted to the South Downs National Park Authority in January 2020. During the first round of consultation, a series of relevant consultees and third parties raised concerns with proposals. The most relevant issues raised related to harm to landscape character, insufficient surface water and foul water drainage strategies, the lack of affordable housing provision, an absent nitrates mitigation scheme, highway safety concerns with access arrangements as well as the overall layout and building design.
- 8.2. The scheme under consideration is the second formal submission under this application, although there were several informal revisions and feedback before. There has been engagement with the applicant and their project team, as well as with the Parish Council. This has enabled certain parameters of the scheme to be progressed.
- 8.3. Officers acknowledge the improvements that have been made and positive attributes of the proposal are summarised below. Furthermore, the layout and building design has evolved reducing some of the negative impacts of the initially proposed scheme.
 - Broad principles of the layout supported and consistent with the East Meon Neighbourhood Development Plan allocation policy;
 - Affordable housing provision;
 - Sustainable construction criteria;
 - Parking provision;
 - Architectural building design;
 - Nutrient neutrality mitigation scheme.
- 8.4. Whilst significant progress was made in some areas, officers advised that other areas were deficient to meet policy requirements.
- 8.5. A second consultation round was undertaken following receipt of revised layout and building plans and drainage proposals. This resulted in the responses outlined in section 4 of this report. The latest revised proposal is assessed below.
- 8.6. Although this is major development for the purposes of the Development Management Procedure Order (more than 10 dwellings), the proposal does not constitute major development for the purposes of the NPPF and Policy SD3 of the Local Plan.

East Meon Neighbourhood Development Plan

- 8.7. The application site is allocated for residential development in Policy EM16 of the East Meon NDP; therefore, the principle of development is established. Policy EM16 of the NDP states that the land south of Coombe Road is allocated for 11 dwellings to include:
 - a) Two clusters of 6 and 5 dwellings, each served by their own access.
 - b) The mix of dwellings to comply with NDP.
 - c) No more than 2 storeys, no accommodation within the roof.
 - d) Public footway along frontage of site.
 - e) Wildlife corridor to be provided along south edge of site of 5 metres in depth.
 - f) Landscape and visual impact assessment appraisal to inform the design and layout of proposals.
 - g) Details of site levels, existing and proposed.
 - h) Detailed foul and surface water drainage strategy including Sustainable Urban Drainage (SuDS), to demonstrate how surface water drainage can be satisfactorily accommodated to, and, if practical and feasible, alleviate current problems in Coombe Road.

- i) Demonstrate that the development will not have an adverse impact on the quality of surface or groundwater.
 - j) An archaeological investigation.
- 8.8. The scheme proposed follows the general parameters of the NDP allocation policy, albeit with one extra dwelling. National and local planning policy seek to make an effective use of land. By adding an extra dwelling to the scheme, the proposal would maximise the planning benefit from a social point of view as it would maximise the provision of affordable housing. Whilst this represents a minor departure from the allocation policy concerning the amount of development, 12 units are considered to be acceptable, subject to compliance with the remaining policies of the development plan.
- 8.9. The NDP allocation policy includes layout design requirements (two clusters, two accesses, new footway and wildlife corridor) which are prescriptive and are included in an indicative layout in the supporting text of the policy. The layout in the NDP, whilst generally followed, has implications on how the scheme accords with other policies in the development plan. There is therefore some tension in trying to achieve all policy criteria but this is not unusual in particular where a scheme has been driven by a local community allocation which we have supported.
- 8.10. Initial design and landscape specialists advice resisted the two cluster/access layout as it could lead to negative effects on the character of the rural road and wider landscape, as well as it could reduce opportunities for high quality design. Alternative designs to the NDP layout were suggested by the Design Review Panel and other consultees. Notwithstanding, given the criteria in the NDP, there are implications on how a scheme will be assessed against Local Plan policies. Given that it is a NDP allocation, with specific criteria on how the community wish the site being developed, officers are giving this considerable weight and considered therefore that a full re-design was not required, but that a scheme should minimise harm on landscape and incorporate all opportunities to maximise benefits, as per the purposes of the Local Plan policies.
- 8.11. Officers are of the view that there is a scheme possible that follows the general design principles of the allocation policy whilst respecting local landscape character and comply with fundamental Local Plan policies. Unfortunately, this has not been demonstrated with the current scheme, as explained below.

Landscape and design

- 8.12. The application site is prominent on Coombe Road, which is a historic rural road. It is also elevated above Coombe Road and separated by a native hedgerow. The site and its edge contribute to the rural character of Coombe Road. It is located on the edge of the village, south of Coombe Road, where the rural character of the area is stronger due to the absence of development and continuous network of hedgerows along boundaries. It is also located within a slope that falls from Duncombe Farm to the south to Coombe Road to the north, taking significant surface water from neighbouring land. Surface water flooding is problem along Coombe Road.
- 8.13. Policies SD4 (Landscape character) and SD5 (Design) of the SDLP require any development proposal to adopt a landscape-led approach and respect the local character, through sensitive and high quality design that makes a positive contribution to the character and appearance of the area. Any proposal should also conserve and enhance landscape character. Policy SD5 requires development proposals to be demonstrably informed by an assessment of the landscape context, a contextual analysis that should include considerations, as relevant, depending on the particular context of each site. For this site, there are several relevant landscape considerations such topography, water, trees and hedgerows, edge of settlement and the rural road characters that need to be take into account.
- 8.14. The revised layout shows the majority of buildings located following the contours of the hill, with the exception of plots 3, 4, 11 and 12, which are positioned across. This is a departure from the settlement pattern where buildings are positioned parallel with the landform and routes, minimising the need for excavation and engineered changes to levels. From a landscape-led perspective, the proposal should aim to design sympathetically with the existing contours and respect the existing topography, where possible, demonstrating that

proposals respond to the context. It is not clear how much levelling would be required around plots 3, 4, 11 and 12. A change to landform is also proposed at the frontage, rear and accesses, where the 2 metres wide footway and 3 metres wide swales are proposed, and the ground would be excavated to a maximum of 1 metre and 5 metres in depth along the road. The above combination of changes to the natural topography of the site and levelling would be uncharacteristic of this location.

- 8.15. Furthermore, the proposed changes to the frontage of the site, by reason of the scale and appearance of engineering works (footway, swales, retaining walls and accesses) and loss of the existing hedgerow, would cause the suburbanisation of a rural road. The above represents the loss of the rural character of Coombe Road as a historic rural road would not be mitigated by the proposed replacement the hedgerow. The proposal will reduce the landscape value and character of the historic rural road.
- 8.16. The Landscape Officer has objected to the proposal as the drainage proposals were designed post-development and relies upon post-design engineering solutions. The landscape-led approach to design requires to consider water prior to designing any proposals. The purpose of this is to minimise harms and to maximise benefits to the landscape, including water management, ensuring that the development respects its contexts and makes a positive contribution to the landscape. There is concern that that the drainage proposals have been imposed upon a fixed design rather than opportunities for drainage actually informed a design.
- 8.17. The proposal has not demonstrated that the drainage strategy and design are technically feasible, as explained in sections below. It has also failed to demonstrate that drainage features can be accommodated within the site without causing harm to or loss of existing trees, compatibility with proposed planting, and that they are sympathetic to the character of the rural road.
- 8.18. Officers advised that the Local Plan requires any development to be landscape-led, which requires consideration of the landscape context and alignment as best as possible with other relevant policies of the Local Plan, as well as those in the NDP allocation criteria. The proposal adopts a design that responds to the NDP allocation criteria, but is considered to give insufficient consideration to some of the landscape-related policies of the Local Plan. All of the above aspects combined, and it is combination of factors rather than one per se, result in a scheme that does not sufficiently make a positive contribution to the area, and fails to integrate, respect and sympathetically complement the landscape of the locality. Notwithstanding the design parameters as set out in the NDP, it fails to conserve and enhance local landscape character.

Building design

- 8.19. Buildings are of a scale and appearance broadly consistent with the surrounding dwellings in the area. The building design has taken cues from buildings and forms in the area. They incorporate a variety of materials: flint, brick, timber, clay tiles and slate. These materials are widely present in East Meon and therefore contribute to local distinctiveness. Windows are of traditional size and to be made with timber. This is consistent with NDP Policy EM7.
- 8.20. The roof pitches of plots 11 and 12 differ from the 37-45 degree angle as required by Policy EM6 of the NDP. Notwithstanding this, the shallower pitch contributes to reduce the height of the building at the highest part of the site and is not incongruous in the area. Therefore, this departure is accepted.

Views

- 8.21. Policy EM5 of the East Meon NDP states that development must maintain the local character of the landscape and not cause adverse impact of significant views. These include viewpoints at high ground level on hills around the village such: viewpoint 2 from Park Hill and viewpoint 3 from Duncombe Farm, 200 metres south of the site. Other relevant vantage point is Coombe Road when approaching the site from the east and west and footpath no.7.
- 8.22. The application was accompanied with a Landscape and Visual Impact Assessment (LVIA) when initially submitted, but this one was not revised alongside amended proposals. The Landscape Officer has raised concerns with the quality of the LVIA. Notwithstanding, having visited the site, it is considered that the proposed development would not be harmful to

long-distance views from north and south and protected viewpoints. It would however cause a significant impact to views from Coombe Road and especially, from the approach of the village from the west, given the site's prominence on this route. It would lead to visual harm caused by the suburbanisation of Coombe Road. The adverse impact to the character of the edge of the settlement and rural road as a result of the development at frontage would be clearly visible to road and footpath users.

- 8.23. Therefore, the proposal would fail to conserve and enhance the visual quality of the area and would be contrary to policies SD6 of the Local Plan and EM5 of the NDP.

Surface water drainage

- 8.24. Policy SD50 (Sustainable Drainage Systems or 'SuDS') of the Local Plan supports development proposals that ensure against the increase of surface water run-off, taking account of climate change. Furthermore, Policy SD49 states that proposals should not increase the risk of flooding elsewhere and, where possible, should reduce it.
- 8.25. Policies EM13 and EM16 of the NDP require new development to demonstrate that it will not increase the risk of flooding either to itself or other land. Surface water drainage should be satisfactorily accommodated to, and if practical and feasible, alleviate current problems in Coombe Road adjacent to the site. The East Meon NDP makes strong emphasis to surface water flooding, particularly in the Coombe Road area, due to the local concerns and history of flooding with heavy rains, which have affected dwellings in the area. It is clear from a site inspection in the winter that the site suffers from significant water run-off, which flows down the hill through the site to Coombe Road. New development within the site should not increase the risk of flooding in Coombe Road and surroundings, but should deal with surface water sustainably within the site and not cause flooding within the site/elsewhere, as well as if possible, reduce flood risks in the area.
- 8.26. This proposal was initially accompanied with a drainage strategy and design, which has been superseded during the life of the application and development increased to 12 units. The Lead Local Flood Authority (LLFA) and the District Drainage Engineer were consulted and objected to the planning application.
- 8.27. The revised proposal, which is assessed below, includes swales (shallow and wide grass depressions) along the southern and northern boundaries, an attenuation pond and a network of soakaways and drainage pipes. It also includes two rain gardens.
- 8.28. The District Drainage Engineer and LLFA were consulted on the revised proposals and objected to the proposed development. The main concerns raised are:
- a) The submitted ground water winter monitoring test only took place for a week, rather than a prolonged time in the winter and there is no conclusive evidence of the absence of ground water below the base of the proposed soakaways to allow infiltration.
 - b) Detailed network calculations have not been provided. These are a simulation of the network's work and would demonstrate that the proposed drainage design can cope with all potential events of rainfall and deal with water successfully without flooding. In the absence of these calculations the feasibility of the system cannot be demonstrated.
 - c) The location of soakaways in close relation to buildings and trees may require amendment.
 - d) Flood flow routes in case of exceedance events suggest potential flooding of both vehicular and pedestrian accesses to the site, restricting access.
 - e) No information has been provided on how rainwater gardens will work effectively.
 - f) The culverts below the proposed accesses is too shallow and difficult to maintain.
 - g) Soakaways within rear gardens could have restricted access for maintenance.
- 8.29. The proposal suggests that surface water infiltration is feasible within the site and that no groundwater is encountered within the first 5 metres in depth. However, there is no compelling evidence demonstrating the absence of groundwater to the minimum depth required for the drainage design to be feasible. It is considered that further winter ground water monitoring would have benefited the assessment and that should have been provided. Appropriate infiltration of water in the ground through the proposed soakaways is not demonstrated to be feasible.

- 8.30. Furthermore, no hydraulic calculations have been submitted to demonstrate whether the proposed design (network of pipes, soakaways, swales and pond) actually work and successfully deal with surface water within the site. In the absence of these calculations, it is not demonstrated whether the proposed system and design works or not and if it would lead to any flood risk increase or not.
- 8.31. Other concerns with the drainage proposals relate to the two rain gardens, which do not seem to form part of the drainage design and to functionally contribute water management.
- 8.32. Regarding maintenance, officers are concerned with the complexity of the engineering solutions for the site and amount of underground pipework and soakaways and their location within private gardens, which could restrict access for maintenance. The District Drainage Engineer has also identified issues with the shallow height of the culverts below accesses to the site, as they would be difficult to maintain. The design should take account of the construction, operation and long-term maintenance of the surface and underground components of the drainage system.
- 8.33. The site presents an opportunity, given its location at the bottom of the hill to alleviate surface water problems in the area, not just avoid any increase in flooding in the area. This is one of the aims of the NDP allocation policy but this proposal has not considered nor demonstrated alleviating flooding elsewhere.
- 8.34. In light of the lack of sufficient robust information to demonstrate that drainage proposals are appropriate for the site and will satisfactorily deal with surface water, not resulting in flooding within site and elsewhere, the proposal is considered to contravene NDP policies EM13 and EM16, as well as policies SD49 and SD50 of the Local Plan.

Foul water drainage

- 8.35. The East Meon NDP Policy EM12 states that any new direct connection of new developments to the primary sewer network will not be supported unless it can be shown by rigorous analysis that there is sufficient capacity in the local sewerage system and that the new connection will not increase the risk of system back up/flooding.
- 8.36. At the time of allocating the site in the development of the NDP and in the life of this application, there was an awareness that the capacity of the local foul network is of local concern. Consequently, the NDP included Policy EM12. Ordinarily, the foul drainage system and network connection details are controlled by condition, should there not be concern with capacity in the network. Given the local concern and history of foul water flooding, officers have liaised with Southern Water, who operate the network, and they have confirmed that there is currently adequate capacity in the local network to accommodate foul flow from 12 new dwelling at the nearest manhole. The proposal to connect with a sewer to the public foul sewer manhole below Coombe Road is acceptable by the operator and would require their approval.

Highways safety, access and parking

- 8.37. The Highways Authority has raised an objection to the proposed development because of inadequate means of the access that would be detrimental to highway safety. This is due to the eastern access of the site being narrow and not allowing the passing of two vehicles. This is expected to lead to an unnecessary stopping or reversing onto Coombe Road of those using the eastern access, which serves 8 dwellings.
- 8.38. Furthermore, the Highways Authority raise that the submitted plans show that only regular cars would be able to access and manoeuvre within the site, but it has not demonstrated whether larger vehicles would be capable. No information has been provided on access and turning of fire and emergency vehicles and other large delivery vans. This is of particular importance given the tightness of the access and turning areas within the site.
- 8.39. A concern has also been raised by the District's Drainage Engineer regarding exceedance events and the flood flow routes indicated with the drainage plans. These show that the proposed vehicular and pedestrian accesses to the site would be restricted due to flooding of these areas in the case of an exceedance event. These are the only accesses available and could be flooded up to 257mm in depth. Exceedance events could potentially block access into and out of the site, which would lead to an unsafe access arrangement and blocking escape routes.

- 8.40. Officers have considered the relevant policies and NPPF regarding access to the site, as well as the advice given by consultees. Officers understand that a wide bell mouth type access with space allowing two vehicles to pass, as recommended by the Highways Authority, would be optimal in highways safety perspective. However, in the National Park and in sensitive locations such as this one, access proposals should also conserve and enhance the road's rural character while being safe to road users.
- 8.41. A single vehicle wide access is considered to be more appropriate than other alternatives for two vehicles' wide accesses given the location of the site and potential suburbanisation effect of a significantly wider and engineered bell mouth access. Having considered the Highways Authority's comments, officers consider that, on balance, the overall single car width of the accesses are appropriate.
- 8.42. Notwithstanding the above, officers agree that the proposal has not demonstrated that safe and suitable access would be provided for larger and emergency vehicles. Also, the potential eventual flooding of both accesses would lead to a site with no vehicular and pedestrian means of access and escape. This is of particular concern for people who are less mobile.
- 8.43. In light of the above, the proposal has failed to demonstrate the continued safe and efficient operation of the access, as well as the efficient delivery of goods and access by service and emergency vehicles. Consequently, the proposal is found contrary to policies SD19 and SD21 of the Local Plan

Parking

- 8.44. With regards to parking, the proposal shows a total of 28 parking spaces, 25 spaces for residents and 3 for visitors, which is compliant with the parking demand according to the emerging Parking SPD calculator. Parking is of a mixed arrangement of uncovered tandem parking, car barn and two single garages.

Trees

- 8.45. Policy SD11 of the Local Plan permits development proposals where they conserve and enhance trees and hedgerows. Proposals that affect these must demonstrate that they have been informed by a full site survey and tree protection plan. Policy SD11 also requires proposals to avoid loss or damage of non-protected trees or hedgerows, and if demonstrated as being unavoidable, appropriate replacement or compensation will be required. It also requires to provide adequate protection to trees and to prevent damage to root systems.
- 8.46. The Tree Officer was consulted on this planning application initially and later when revised plans were submitted and both times concerns were raised with regards to the impact of the development on mature trees on the western and eastern boundaries. Information was requested: surveys and protection plans demonstrating that no harm would be caused to trees. These are required prior determination and have not been submitted.
- 8.47. The NDP acknowledges the reliance of the development in the existing and proposed trees in order to integrate the development in the landscape context. Trees along the eastern boundary appear to be located outside of the application site and in different ownership.
- 8.48. The proposed plans show that some buildings would be located in relative close proximity to trees within boundaries and to be retained. The significant changes to existing ground levels along the frontage to facilitate new swales and footpath would also likely impact trees and hedgerow along the north east corner. Of concern is the proposed drainage design and implications that the proposed extensive pipework and soakaways would have on existing mature trees. Soakaways no. 1 and 3 would be located in very close distance to trees, which root system would be likely be damaged, as soakaways would be dug 4.6 and 5.3 metres in depth and would be approximately 3 metres in diameter.
- 8.49. It is understood that the retention of the hedgerow along the north boundary would be difficult and a justification has been given for its loss and replacement. However, mature trees are unlikely to be retained and protected from harm, given the proposed layout and drainage design. Therefore, the proposal is found contrary to Policy SD11 of the Local Plan.

Affordable housing and housing mix

- 8.50. The East Meon NDP requires all housing proposals to provide a mix of size of units: 50% 2-bedroom and 50% 3-bedroom dwellings. The proposed development will contribute with four 3-bed units and eight 2-bed units, which amounts to a 33% of 3-beds and 67% of 2-bedroom units. The proposed mix would represent a slight departure from the NDP percentages, but in light of Policy SD27 of the Local Plan, which identifies a high need for smaller homes in the National Park, a higher provision of smaller (2-bed) dwellings is considered acceptable.
- 8.51. Policy SD28 of the Local Plan requires a minimum of 50% of new homes to be affordable homes on-site in perpetuity, a minimum of 75% should be of rented affordable tenure. The latest revision of the proposal meets the above requirements with 6 affordable dwellings, of which 4 flats are of social rent. An affordable housing on-site provision could be secured via a Section 106 agreement.
- 8.52. Overall, proposals are considered to comply with the mix and affordability requirements of the development plan, but in the absence of a secured obligation in a Section 106 agreement, refusal on this is proposed.

Impact on amenity of local residents

- 8.53. The site is located in proximity to residential properties immediately north of Coombe Road. Concern has been raised by the neighbours with regards to potential loss of light, loss of privacy and feeling of overbearing. Policy SD5 of the Local Plan requires new development to have regard to avoiding harmful impact upon, or from, any surrounding uses and amenities.
- 8.54. Buildings are arranged in a manner that they face the road, not directly addressing nearby neighbours. Notwithstanding this, the dwellings along the frontage would be opposite other properties across the road, approximately between 20 and 26 metres away from these. This is considered a significant distance, especially given the feeling of separation with boundary treatments and a road in between. The proposed buildings' height has been reduced to a maximum of approximately 8 metres, albeit in an elevated position. Given the separation distances and the disposition of neighbouring windows there would be not harmful impact on the daylight received by, or outlook from, neighbouring properties.

Sustainable construction

- 8.55. The latest revision has been accompanied with a Sustainability Statement, which confirms that the development would meet the requirements set out in the Sustainable Construction SPD and Policy SD48 of the Local Plan.
- 8.56. Clarification was sought by consultees regarding electric vehicle charging points and the amount of green roofs and whether these meet the SPD requirements. Following this, it has been confirmed that charging points will be available to all dwellings, as shown on plans. Concerning green roofs, it is considered that the proposed large car barn would be appropriate and no further green roofs would be required.

Ecology and biodiversity net gain

- 8.57. Policy SD9 of the Local Plan requires proposals to demonstrate that they conserve and enhance biodiversity as well as have identified and incorporated opportunities for net gains in biodiversity. The County ecologist has not raised any concerns. Net gain could be achieved through the landscape scheme primarily through the proposed south edge wildlife coring and bat and bird boxes via conditions. Therefore, no concerns are raised in regard to net gain and safeguarding protected species.

Impact on internationally designated conservation sites

- 8.58. The Solent is internationally important for its wildlife and is subject to several European nature conservation designations. It has been identified that the proposed development could adversely affect European nature conservation designations of the Solent. One of the main potential impacts identified is the likely contribution of the development to the eutrophication of water in the Solent. This process occurs when a body of water becomes overly enriched with nutrients, which may result in oxygen depletion of the water and a subsequent adverse effect to species that depend on this habitat. Natural England guidance

issued in 2019 outlines that it needs to achieve 'nitrate neutrality' in order to not have a likely significant adverse effect upon these protected areas.

- 8.59. In order to address the issue of nutrient neutrality an area of arable land to the south-west will be removed from cereal production and planted as woodland. Natural England and the County Ecologist have commented favourably and raise no objection subject to the mitigation scheme being secured in a planning obligation. However, in the absence of a secured obligation in a Section 106 agreement, refusal on this is proposed.

Archaeology

- 8.60. Policy EM16 of the NDP requires the application to be accompanied by a desk based archaeological investigation, which has been submitted. Following consultation with the County Archaeologist, and in the absence of concerns, the proposal would not be expected to cause harm to any heritage asset. Pre-commencement conditions have been recommended. In light of the above, the proposal is consistent with Archaeology Policy SD16 of the Local Plan.

Other matters

- 8.61. No light pollution is expected as result of the proposed development as external lighting is not proposed and could be controlled by condition and internal light transmission would be minimal given that most openings would not face upwards or the open countryside. The proposal has demonstrated that the dark night skies will be conserved on site and therefore its compliance with Policy SD8 of the Local Plan.
- 8.62. The scheme would be CIL liable as new residential development is proposed.

9. Conclusion

- 9.1. The proposed development is acceptable in principle insofar as the site is allocated for housing in the East Meon NDP. The assessment outlined in this report has concluded that there are concerns regarding the management of surface water within the site, as drainage proposals have not demonstrated to be technically feasible and landscape-led. The scheme meets many of the allocation policy requirements and is broadly in line with the layout requisites of the NDP; however, for the reasons above it results in harm to local landscape and does not accord with policies SD2, SD4, SD5, SD11 and SD21 of the Local Plan.
- 9.2. The scheme also does not accord with policies SD19 and SD21 as it has not demonstrated a safe and effective access to the site.
- 9.3. Other requirements in regard to a Section 106 agreement have also been outlined in a reason for refusal.

10. Reason for Recommendation

- 10.1. Planning permission is recommended to be refused for the following reasons:
1. The proposal, by reason of its scale and design, fails to conserve and enhance landscape character. In particular, the proposed changes to ground levels and engineered solutions along the frontage of the site would result in an unacceptably suburban form of development that would fail to contribute to local distinctiveness and integrate with and respect local character in this part of the National Park. Moreover, the proposal fails to adequately protect trees. The proposed development is therefore contrary to policies SD1, SD4, SD5, SD6, SD11 and SD21 of the South Downs Local Plan 2014-2033, policies EM5, EM6 and EM16 of the East Meon Neighbourhood Development Plan 2016-2032, the National Planning Policy Framework 2019 and the First Purpose of the National Park.
 2. Insufficient information has been provided to demonstrate that the drainage proposals incorporate a satisfactory means of managing surface water sustainably and that the development would not result in flood risk within the site or elsewhere. The proposals are therefore contrary to policies SD2, SD49 and SD50 of the South Downs Local Plan 2014-2033, policies EM13 and EM16 of the East Meon Neighbourhood Development Plan 2016-2032 and the National Planning Policy Framework 2019.
 3. Insufficient information has been provided to demonstrate that the development would not have an unacceptable impact on highway safety and the continued safe and efficient operation of the road network. Particularly, the applicant has not demonstrated that the

access and layout are adequate for large delivery, firefighting and emergency vehicles. The proposal is therefore contrary to policies SD19 and SD21 of the South Downs Local Plan 2014-2033 and the National Planning Policy Framework 2019.

4. In the absence of a completed Section 106 Legal Agreement to secure the following:
 - An on-site affordable housing contribution of 50% of dwellings;
 - A scheme of mitigation towards nutrient neutrality of water in the Solent protected areas,

the proposals fail to secure a level, mix and tenure of onsite affordable housing that would accord with policy SD27 and SD28 and to mitigate against its direct impacts and does not satisfy policies SD1, SD9, SD10 and SD17 of the South Downs Local Plan 2014-2033, National Park Purposes and statutory duty of a National Park.

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 advice from the SDNPA Senior Development Management Officer, Landscape and Design Officers, the opportunity to provide additional information and revisions to the proposal for the purposes of adding value and address concerns with the proposals.

TIM SLANEY

Director of Planning

South Downs National Park Authority

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Appendices	I. Site Location Map
SDNPA Consultees	Legal services
Background Documents	Planning application (documents, representations and consultation responses) https://planningpublicaccess.southdowns.gov.uk/online-applications/simpleSearchResults.do?action=firstPage South Downs Local Plan 2014-2033 https://www.southdowns.gov.uk/planning/south-downs-local-plan_2019/ East Meon Neighbourhood Development Plan (2016) https://www.southdowns.gov.uk/wp-content/uploads/2017/12/EAST-MEON-Made-NDP.pdf National Planning Policy Framework (2019) https://www.gov.uk/government/publications/national-planning-policy-framework--2 The South Downs National Park Partnership Management Plan (2020-2025)

<https://www.southdowns.gov.uk/national-park-authority/our-work/partnership-management-plan/>

English National Parks and the Broads: UK Government Vision and Circular (2010):

<https://www.gov.uk/government/publications/english-national-parks-and-the-broads-uk-government-vision-and-circular-2010>

South Downs Integrated Landscape Character Assessment (2020)

<https://www.southdowns.gov.uk/landscape-design-conservation/south-downs-landscape-character-assessment/south-downs-landscape-character-assessment-2020/>

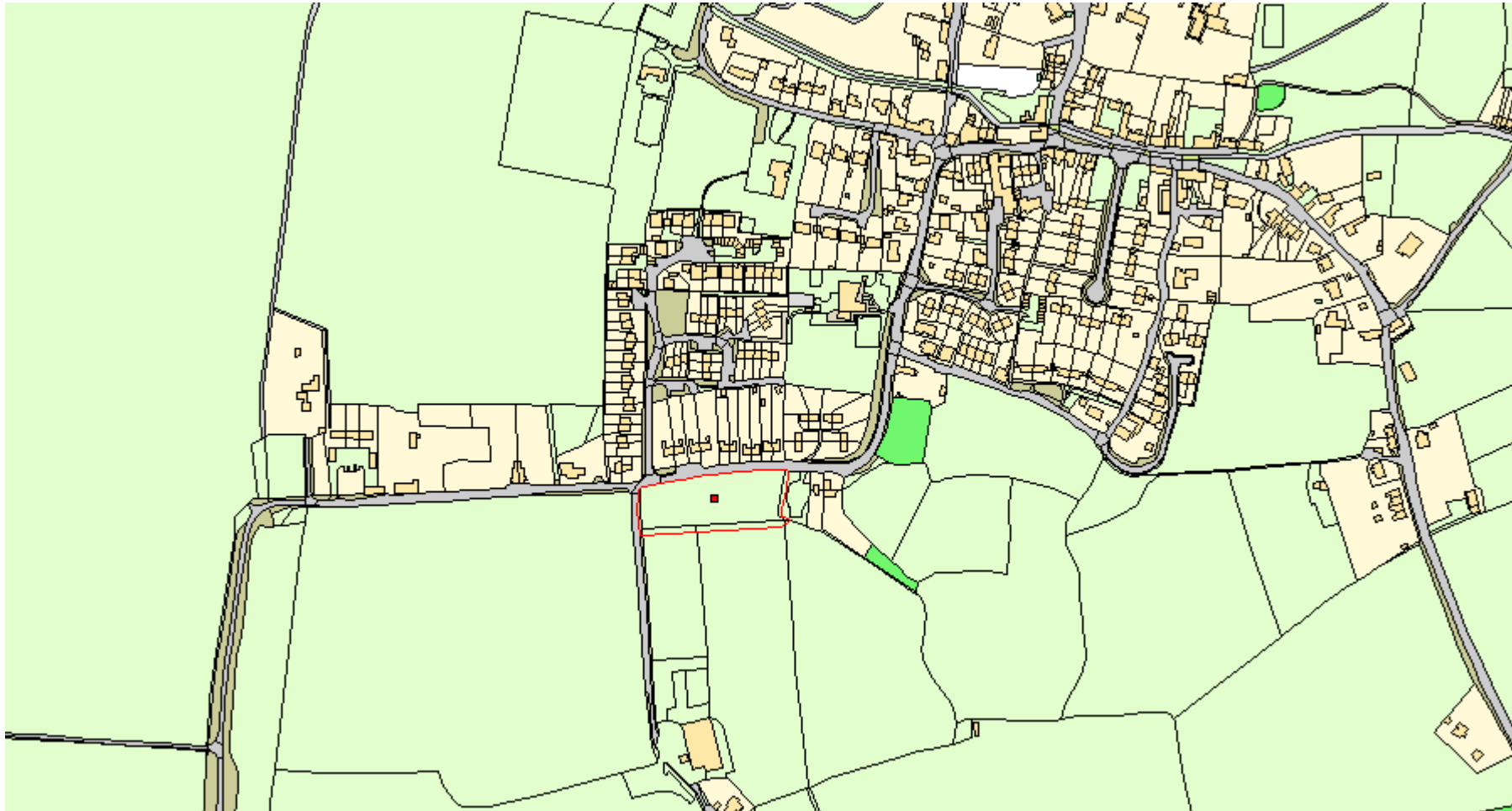
SDNPA Technical Advice Notes

<https://www.southdowns.gov.uk/planning-policy/supplementary-planning-documents/technical-advice-notes-tans/>

Roads in the South Downs (2015)

<https://www.southdowns.gov.uk/wp-content/uploads/2015/09/Roads-in-the-South-Downs.pdf>

Site Location Map



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Agenda Item 8
Report PC20/21-41

Report to	Planning Committee
Date	15 April 2021
By	Director of Planning
Local Authority	Lewes District Council
Application Number	SDNP/20/05439/FUL
Applicant	Mr B Taylor
Application	Consolidation of farming activities at Iford Farm through the erection of 2 No. Cattle Sheds, Straw Barn and Machinery Shed incorporating Fertiliser Store and Welfare Facilities and hardstanding; new farm access from C7 Piddinghoe Road, conversion of redundant building to commercial B8 use and regularisation of established commercial uses in adjacent buildings; and landscaping including woodland planting, surface water attenuation pond and wildlife planting to create biodiversity net gain.
Address	Iford Farm, The Street, Iford, East Sussex

Recommendation:

- 1. That planning permission be granted subject to the conditions set out in paragraph 10.1 of the report and the completion of a legal agreement to permit the development of the Egrets Way on Iford Estate land**
- 2. That authority be delegated to the Director of Planning to refuse the application with appropriate reasons if the legal agreement is not completed or sufficient progress made within 6 months of the Planning Committee meeting of 15 April 2021.**

Executive Summary

The applicant seeks permission to create an expanded farm complex at Iford Farm to support the Estate's farming operation. It is proposed, through the erection of five new buildings, additional hardstanding and the provision of a new access track, that the farming operation can be carried out more effectively; the development will facilitate the concentration of both arable and livestock (cattle).

The application has been submitted to seek to address the Planning Committee's concerns over the previously refused application for a greater scale of development at the site. The application subject of this report has reduced the number of buildings proposed from seven to five and involves less land raising. In addition, the revised application seeks to regularise existing commercial activity within units A1 to A8 and includes the proposed change of unit A2 to a B8 (storage) use. This application has been submitted independently but alongside two other applications for development within the Iford Estate; the Proposal section of this report provides further details of these applications.

The main issues relevant to the determination of this application are considered to be:

- Principle of Development and Agricultural Justification
- Landscape and Visual impact
- Impact on Conservation Area
- Drainage and Water Environment
- Biodiversity, Ecology and Ecosystem Services
- Impact on Surrounding Residential Amenities
- Highways, Access and Traffic
- Public Rights of Way
- Dark Night Skies

The report concludes that the scheme will provide a more centralised base for the farming operations of the Estate at Iford Farm. That the proposals will not cause an unacceptable detrimental impact and that the design and layout has been amended to address the previous application reason for refusal. The identified benefits to the farming operation are supported by the requirements of policy SD39 and other relevant policies of the South Downs Local Plan. The proposal is supported by a Whole Estate Plan that sets in context the proposal and provides a framework for delivering related benefits to the locality and the landscape, in line with policy SD25. That said, it is important that this application be considered on its planning merits. To this regard, it is considered that the submitted application has demonstrated accordance with policy SD39 and other relevant policies of the South Downs Local Plan.

The application is placed before Members due to the nature of the application and policy considerations and the previous consideration of by Committee of a related application.

I. Site Description

- I.1 Iford Farm is located on the south eastern edge of the village of Iford, approximately 5.4 kilometres south of Lewes, on the Ouse Valley Sides immediately adjacent to the Ouse Valley floodplain. Iford village is a small downland village that forms one of several villages just above the floodplain of the River Ouse. The village is designated a Conservation Area although Iford Farm lies predominantly immediately beyond the Conservation Area boundary to the southeast.
- I.2 The site lies within the Ouse Valley Sides landscape type identified within the South Downs Integrated Landscape Character Assessment. Immediately to the east lies the Ouse Floodplain character area and to the southwest and east, rising above the valley sides, dramatic chalk escarpments. The landscape is defined by a flat, open and undeveloped character of the valley floors and the floodplains are highly visible from the adjacent settled valley sides and downs.
- I.3 To the north of the site, the boundaries are open in nature and form part of the agricultural yard, set within the existing complex of agricultural buildings. The remaining part of the application site is currently a paddock. Post and wire fencing and mature vegetation define the boundaries. The application site forms part of the wider Iford Farm complex, which consists of a number of properties and area of land around the village
- I.4 To the west of the existing farm complex lies groups of semi-detached dwellings, of which a number are listed buildings with further agricultural buildings beyond. To the north, south, and east lie agricultural fields. A public right of way runs through the village in a north-south direction and footpaths extend from the villages to the chalk downs to the west and a footpath runs east across fields to the south of the existing farmyard. Above the valley running along the top of the chalk escarpment to the southwest is the South Downs Way long distance footpath. There are also substantial areas of open access land on the steep escarpment slopes to the west and on the chalk slopes to the northeast. As a result, the development site is overlooked from areas of higher land including areas of open access land.

2. Relevant Planning History

2.1 The following planning history is relevant to the application site:

- LW/09/1177. Conversion and extension of farm building to provide facilities building for game shooting and associated parking and widening of access onto C7 road and formalising first section of track off C7 road. Approved 24.03.2010.
- SDNP/12/02343/FUL - Erection of 3 agricultural buildings and provision of new farm access (resubmission of SDNP/12/01321/FUL). Approved 16.04.2013. This
- SDNP/13/03181/DCOND - Discharge of conditions 5, 6 & 7 relating to planning approval SDNP/12/02343/FUL. Approved 21.04.2016
- SDNP/14/05468/CND. Variation of condition 1 attached to planning approval LW/09/1177 to vary the use of the building as a facility connected to game shooting and agriculture, the use shall only occur between Monday to Saturday 7am-5pm. Approved 28/01/2015.
- SDNP/14/06320/FUL. Section 73A retrospective application for change of use of land from agricultural to mixed use of agriculture and game rearing and change of use of redundant agricultural buildings to a mixed use of agriculture and ancillary storage for the shoot business. Refused and Allowed on appeal 28.10.2015.
- SDNP/19/03584/PA3R - Notification for Prior Approval for a change of use of agricultural building to a flexible B1/B8 – Deemed Consent
- SDNP/19/03768/FUL - Consolidation of Iford Estate Farming Operations to include the construction of agricultural buildings (for housing of livestock, grain handling and storage), a silage clamp and new access road from Piddinghoe Road – Refused for the following reason;
The proposed buildings, by virtue of their form, number, scale, and siting and associated land raising, would result in an intrusive and industrial form of development causing significant harm to the landscape character of the South Downs National Park, and in the absence of any suitable mitigation, including removal of redundant buildings within the Estate, would be in conflict with policies SD4, SD5, SD6 and SD39 of the South Downs Local Plan 2019, and the National Planning Guidance contained in the National Planning Policy Framework 2018.
- SDNP/20/05442/FUL - Demolition of redundant modern straw barn at Sheeppark Barns, Conversion of redundant Sprayer Shed to B1 (a) office use and demolition of redundant above ground slurry tank – Currently under consideration (Item 9 of this committee).
- SDNP/20/05441/FUL - 1. Demolition of redundant straw barn, 2. Conversion of redundant cattle shed to stabling in connection with existing livery business. 3. Extension to existing private stable building – Currently under consideration (Item 10 of this committee).

3. Proposal

3.1 The proposed development is intended to create an expanded farm complex consisting of livestock (cattle) housing, grain handling and storage, agricultural storage (i.e. machinery, fertilizer etc.) and forage storage. The submitted Planning Statement advises that it is the applicant's intention that the development proposed will facilitate the concentration of both arable and livestock farming at Iford farm to improve efficiency. The application the subject of this report has been submitted to seek to overcome the previous reason for refusal of a larger scheme, SDNP/19/03768/FUL ("the Refused 2019 Scheme").

3.2 The Refused 2019 Scheme proposed at Iford Farm consisted of:

- Three Cattle Yard Buildings (in addition to the two already existing on site) (30.3m x 15m)
- Isolation Cattle Yard Building (15m x 30.3m)
- Straw Barn (30m x 21.3m)

- Silage Clamp (36 x 23m)
 - Sprayer and Solid Fertiliser Store (36m x 23m)
 - Machine Shed (16m x 48m)
 - Machine Shed and Welfare Building (16m by 30m)
 - The construction of a new access onto Piddinghoe Road, (C7), and access track to farm.
 - The raising of land levels with imported fill to form a level farmyard area that the cattle can cross. The remaining paddock was proposed to be levelled out with a downward slope to the eastern boundary of the site.
- 3.3 The revised scheme, the subject of this application, consists of:
- Two Cattle Yard Buildings (in addition to the two already existing on site) (30m x 15m)
 - Straw Barn (35.8m x 15.6m)
 - Solid Fertiliser Store and Sprayer Shed (47m x 15m)
 - Machine Shed and Welfare Building (42m by 15.2m)
 - Hard Surface for Silage Storage
- 3.4 The construction of a new access onto Piddinghoe Road, (C7), led to new farm track.
- 3.5 The Refused 2019 Scheme proposed that 60,000 (approx.) tonnes of inert soil be imported to the site to raise land levels. The revised scheme reduces the area of land to be raised so that it is outside of the flood zone and reduces the visual impact and so therefore, a lesser amount of fill is required, approximately 10,000 to 13,000 tonnes.
- 3.6 The applicant is also seeking through the submission of this application, the regularisation of existing commercial uses on the site, identified as units A1 to A8 on the submitted site plan. There are nine commercial units located in a total five buildings, of which three are conjoined. A number of the units could benefit from deemed permission; should the applicant choose to submit a lawful development certificate to regularise the uses that have been continuing for many years. Others are operating without planning permission. The Operating Statement received on the 8 March details the type of uses occurring in each of the units and for how long each use has been in operation.
- 3.7 Alongside the application subject of this report, the applicant has submitted two further applications to seek to provide a better understanding of the future direction of the Estate and to account for the future use/ demolition of redundant buildings. However, each application would constitute a stand-alone planning permission if approved. Both the planning applications that include demolition of redundant buildings and can be conditioned to require that the building proposed to be demolished is done so prior to any new occupation of buildings within which a change of use is proposed.

4. Consultations

4.1 Iford Parish Meeting: Comments

- The meeting expressed broad/general support for the application.
- Highway safety – the removal of large agricultural vehicles and lorries from Iford village is beneficial.
- The proposed farm access road on the outer bend of the C7 was raised as a matter of concern by Rodmell Parish Council.
- The visual impact of the new buildings upon the landscape – details of materials and screening to be conditioned.
- Egrets Way land transfer should be dedicated in perpetuity and should be a bridle way.
- Concerns about impact on residential amenity of commercial uses within the site.

4.2 Archaeology: Support

4.3 Conservation Officer: Support

- The proposed works continue the historic farming use on the site and will not cause any harm to the existing listed buildings and conservation area or their settings. Subject to a condition requiring details of proposed wall adjacent to unit A1.

4.4 Environmental Health: No comments

4.5 Design: Support

- Pleased to see that a key sector of our local economy can expand its operations whilst reducing the need and number of built structures.
- The design incorporates units that are multi-functional and adaptable, and equally, it is rationalising or re-purposing existing buildings.
- This approach is supported in design terms and is aligned with SDLP Policies SD5(f) and SD34(f). Subject to condition to protect design quality by managing the use of materials.

4.6 Ecology: Support

- Subject to the imposition of conditions.

4.7 Environment Agency: Support

- Subject to conditions with regard to drainage and land contamination.

4.8 Highways: Support

- Following the submission of additional highway information document subject to conditions.

4.9 Landscape: Support

- Subject to condition with regard to materials.
- The new access and track must not be over engineered and the minimum about of hedge cut back to provide sight lines.

4.10 Natural England: Comments

- Natural England is not able to assess this case as there is insufficient information provided in relation to air quality impacts.
- Officer Comment – The applicant has responded to NE by email on the 27/01/2021 to advise that the operations at the application site do not seek to increase the size of the cattle herd on the farm, but rather to upgrade the accommodation within new more purpose-designed buildings. The case officer chased a response from NE and no further comments have been received.

4.11 Planning Policy and Thrive Team: Support.

- Proposal is in general accordance with the relevant policies of the South Downs Local Plan.

4.12 SDNPA Access and Recreation Strategy Lead: Support.

- Support the commitment outlined in this application to facilitate the construction of a significant length of the Egrets Way shared use path through the express dedication of the land required for the works that have already secured planning permission.

4.13 Local Lead Flood Authority: Support

- Subject to conditions

4.14 Southern Water: Comments

- There are no public foul sewers in the area to serve this development. The applicant is advised to examine alternative means of foul disposal.
- Where a SuDS scheme is to be implemented, the drainage details should be conditioned to be submitted to the Local Planning Authority.

4.15 **Whole Estate Plan Team: Support**

- This proposal is supported by the SDNPA Local Plan (2019) Policies as well as delivering on outcome 10 in the SDNPA Partnership Management Plan (2020) in pursuit of our National Park Purposes and Duty. The development is also supported by the NPPF (2018) Para 83. Evidence collected for the SDNPA Economic Profile (2018) and Economic Profile up-date (2020) Priority 5 also support this proposal: Land based industry, which highlights the dependence of our economy and natural capital on this sector and stresses the need to support our land-based businesses.
- The Iford WEP (2018) states the need to actively pursue the re-purposing, removal and replacement of redundant farm buildings to ensure it successfully re-shapes and re-builds the necessary infrastructure to support the Estate's long-term financial future.

5. **Representations**

5.1 **Letter of objection from Friends of the South Downs Society,**

- No audit as part of this application to demonstrate where the WEP policies diverge from the policies of the South Downs Local Plan.
- Landscape Impact - none of the newer buildings make a positive impact in the Conservation Area appraisal.
- Access and Traffic generation - wider public concerns with the general level of traffic on the C7.
- Concern about highway safety due to location of new access at a bend in the road.
- Visual amenity impacted by provision of hardstanding for new access and the stripping back of vegetation.
- The grain drying activities will still use the village streets.
- Landraising - The current proposal would again appear to require the importation of large amounts of soil /waste
- The silage bundles will be visible from The Downs.
- Clarification is required if there is to be a temporary manure storage heap on site or on the flood plain adjacent.
- Concerns raised about the potential industrialisation of the Ouse Valley.
- Policy SD39- the farm activities are being rationalized and the scale has now been reduced, which is welcomed.
- The use of darker cladding welcomed but the pale roofs and any rooflights make these buildings highly visible.
- Structural planting is required
- Any increase in buildings should be accompanied by the commensurate removal of buildings deemed "redundant"
- The proposal is not consistent with the main principles of the National Park. It will encourage more traffic, including heavy traffic, and reduce the peace tranquillity and visual amenity of the SDNP in this location.

5.2 There have been a total of 66 representations, (60 individual representees when including people who submitted more than one response) of the total number of representations 32 were in support of the scheme (2 representatives submitted 2 responses), 19 were neutral, (1 representative submitted 2 responses), and 15 were objections, (3 representatives submitted 2 responses). These response are summarised as follows;

Support

- The proposal is required to ensure that Iford Estate is able to farm efficiently and effectively over the coming decades.
- New access road will enhance safety and quality of life for the Iford community.

- Existing roads through the Iford Estate were never designed for modern farm vehicles and trucks.
- New road must be constructed prior to the proposed new buildings.
- Indigenous tree and hedge planting along the full length of the farm road.
- Current noise generated by the farm is negligible.
- The farm shows diligence in support of local wildlife and biodiversity.
- The visual impacts will be negligible given the proposed tree planting.
- Sited in a beautiful location only made possible by the land being farmed
- Proposals will not affect traffic safety on the C7.
- The provision of land to extend the Egrets Way is a welcome outcome.
- Egrets Way land transfer – 25 years is inadequate and it needs to be in perpetuity.
- The applicant has taken into consideration the comments of the first application and submitted a balanced and improved scheme.
- Fair balance between the future viability and considerate management of the land.
- The proposed development is appropriate in the National Park –
- Consistent with the visions of the Iford Whole Estate Plan.

Neutral

- Gate positioned across the lane in front of 1 Lower Stalls to be kept locked unless for emergency use.
- Install gates in the 'dead space' area beside Lower Stalls Cottages
- Construction of a wall between the Flint Barn and A1/A2 buildings
- Installation neutral Yorkshire board to the back and side of building A2.
- New planting proposed adjacent to the A2 unit should be conditioned.
- Condition a restriction to noise levels/ smell pollution from commercial uses.
- Restrict the use of commercial buildings to normal working hours
- Careful choice of tenant, B8 could mean a use by many commercial vehicles.
- Greens and browns used for roofs and the elevations stained darker colour.
- The construction of the new access road will allow the separation of business activities from the village.
- New access must be a reasonable distance from domestic gardens to ensure privacy and current levels of tranquillity.
- The proposed junction is at a bend of the C7, which has a 50 mph limit. Due to reduced visibility, concerns about safety.
- Cutting back hedges around the proposed junction is not consistent with country roads in the National Park.
- Road/Access must not be over engineered.
- Require that B8 must be retained in commercial use.
- Needs further examination of the various potential sites.
- Two lock up units and yard have been omitted from the application.
- Welcome the demolition of some redundant buildings.
- Resisting of components away from floodplain are welcomed.
- Site levels no longer being raised significantly is beneficial in terms of landscape impact.
- There must be no adverse impact on surrounding SSSIs.
- Concerns about proximity of new industrial development and traffic to Conservation Area houses in Iford.

Objection

- Heavy vehicles need to be actively reduced and diverted from Southover High Street and Bell Lane Roundabout.
- An independent traffic survey should be carried out by ESCC to establish the true number of farm vehicles currently using the C7
- Additional buildings will result in an intrusion into the visual amenities of the countryside.
- Out of keeping with the Lewes Brooks SSSI and the exceptional environment that the lower Ouse Valley provides to migrant birds.
- A section of off road pathway should be constructed alongside the C7 from Swanborough Drove to near Northease.
- 40mph speed limit should be extended from Kingston through the whole of the C7 except for the 30mph section through Rodmell.
- Legal protection required to maintain ditch systems at Iford Farm.
- Heritage Statement ignores Lewes town centre.
- Concerns regarding concreting over the aquifer.
- Following the submission of the additional traffic report, the safety of the proposed new access road junction on the C7 has therefore still not been demonstrated.

5.3 Letter of objection from Cycle Lewes. This letter has been submitted against the current three planning applications by the Iford Estate currently under consideration. Therefore, for the sake of completeness, that main points raised within the letter have been summarised within all three applications, although it would appear that a number of the points raised relate directly to this application SDNP/20/05439/FUL.

- Unclear if a previous permission for a Grain Store on the main Iford site has been implemented.
- The need for the development must be considered against the backdrop of the Committee on Climate Change (CCC) and the 2050 Net Zero target
- The revised application represents little difference in terms of the scale to the previously refused application and in addition includes retrospective permission for commercial buildings and one additional conversion.
- The higher built element of the straw barn within the main Iford farm site is closer to views from the Downs where it affects the setting of the adjacent Iford village conservation area
- Concerns regarding the importation of waste and development within the flood plain in terms of traffic, impact on flood plain and visual amenity.
- The future use of some redundant buildings within the Estate has not been clarified
- Concerns about increased traffic generation including an increase in HGVs. There is no assessment of the impact on Lewes conservation area or cyclists using the C7.
- Impact on cycling route and footpaths - C7 is notoriously dangerous route for cycling; the proposals will deter local cycling at a time when the government and SDNPA are seeking to encourage more cycling and walking.
- Whilst the principle and formation of the Egrets Way is strongly supported by Cycle Lewes, it is considered that the need is a permanent one and should accordingly be accompanied by a permanent commitment underpinned by the relevant Rights of way legislation.

6. Planning Policy Context

6.1 Applications must be determined in accordance with the Development Plan unless material considerations indicate otherwise. The relevant statutory development plan is South Downs Local Plan (2014-33). The relevant policies are set out in section 7 below.

National Park Purposes

- 6.2 The two statutory purposes of the SDNP designation are:
- To conserve and enhance the natural beauty, wildlife and cultural heritage of their areas;
 - To promote opportunities for the public understanding and enjoyment of the special qualities of their areas.

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

National Planning Policy Framework and Circular 2010

- 6.3 Government policy relating to National Parks is set out in English National Parks and the Broads: UK Government Vision and Circular 2010 and the revised National Planning Policy Framework (NPPF) issued in July 2018 and further amended in February 2019. 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.

Relationship of the Development Plan to the NPPF and Circular 2010

- 6.4 The development plan policies listed below have been assessed against the NPPF and are considered to be compliant with it.

Statutory Requirements

- 6.5 The Planning (Listed Buildings and Conservation Areas) Act 1990 places a series of duties on planning authorities when determining planning applications for planning permission that may affect conservation areas, listed buildings or their setting.
- 6.6 Section 66 (1) states that '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 listed building or its setting or any features of special architectural or historic interest which it possesses'
- 6.7 Section 72 states that when considering proposals within conservation areas, the decision maker must pay 'special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area'

The South Downs National Park Partnership Management Plan

- 6.8 The South Downs National Park Partnership Management Plan 2020-25 is a material consideration in the determination of the application. The following policies are relevant:
- 1: Conserve and enhance natural beauty and special qualities of the landscape;
 - 3: Protect and enhance tranquillity and dark night skies;
 - 4: Create more, bigger, better-managed and connected areas of habitat in and around the National Park, which deliver multiple benefits for people and wildlife;
 - 5: Conserve and enhance populations of priority species;
 - 9: The significance of the historic environment is protected from harm, new discoveries are sought and opportunities to reveal its significance are exploited;
 - 10: A diverse, sustainable, dynamic economy which is positively linked to the special qualities of the National Park;
 - 12: Support conservation grazing on semi-natural habitats as part of a profitable livestock and mixed farm economy;
 - 13: Support the financial viability of farm businesses through appropriate infrastructure and diversification developments, in particular, encouraging those that will support sustainable farming;

- 55: Promote opportunities for diversified economic activity in the National Park, in particular, where it enhances the special qualities.

7. Planning Policy

The South Downs National Park Local Plan (2014-33)

7.1 The following policies of the South Downs Local Plan are relevant:

- SD1: Sustainable Development
- SD2: Ecosystems Services
- SD3 Major Development
- SD4: Landscape Character
- SD5: Design
- SD6: Safeguarding Views
- SD8: Dark Night Skies
- SD9: Biodiversity and Geodiversity
- SD10: International Sites
- SD11: Trees, Woodland and Hedgerows
- SD13: Listed Buildings
- SD15: Conservation Areas
- SD17: Protection of the Water Environment
- SD19: Transport and Accessibility
- SD20 Walking, Cycling and Equestrian Routes
- SD21: Public Realm, Highway Design and Public Art
- SD25: Development Strategy
- SD39 Agriculture and Forestry
- SD40: Farm and Forestry Diversification
- SD41: Conversion of Redundant Agricultural or Forestry Buildings
- SD48: Climate Change and Sustainable Use of Resources
- SD50: Sustainable Drainage Systems
- SD54: Pollution and Air Quality
- SD55: Contaminated Land

8. Planning Assessment

Principle of development – Major Development

- 8.1 Determining whether proposals are major development in terms of paragraph 172 of the NPPF is a matter for the decision maker, taking into account its nature, scale and setting, and whether it could have a significant adverse impact on the purposes for which the area has been designated or defined. With regard to the considerations of this site, it is a complex of existing farm buildings, in a farmstead and seeks to foster typical National Park uses. Therefore, having regard to the matters to take into account, it is not significant and as such is concluded in this case that the development is not major development for the purposes of paragraph 172.
- 8.2 Therefore, the main considerations are:
- a) Principle of Development and Agricultural Justification
 - b) Landscape and Visual Impact
 - c) Impact on Conservation Area
 - d) Drainage and Water Environment
 - e) Biodiversity, Ecology and Ecosystem Services

- f) Impact on Surrounding Residential Amenities
- g) Highways, Access and Traffic
- h) Public Rights of Way
- i) Dark Night Skies

Principle of Development and Agricultural Justification

- 8.3 The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development. There are three dimensions to sustainable development: economic, social and environmental.
- 8.4 The farm is a mixed arable and livestock operation. Forming a total of 1,500ha of land, 940ha of which is arable land with the remaining land utilised for mixed arable and livestock. The farm has a livestock to include 300 suckler cows between 18/24 months.
- 8.5 The proposal is compliant with policy SD39 (Agriculture and Forestry) of the South Downs Local Plan (SDLP). This policy supports sustainable development and proposals for new agricultural buildings where there is a need and when appropriate measures have been undertaken to ensure development does not have an adverse impact on the locality. Policy SD25, (Development Strategy), allows for development outside of the settlement boundary when there is an essential need for a countryside location. Supporting mixed farming, recognising the value livestock play in landscape management is part of the general thrust of the Local Plan.
- 8.6 In support of the economic sustainability of the proposal, an Agricultural Justification Statement has been submitted with this application to demonstrate the principle of the development and the need. The application subject of this report seeks to overcome previous concerns regarding the visual impact and the scale of the Refused 2019 Scheme. This Statement proposes a less intensive and more compact development that reduces the area of land to be raised and the number of buildings proposed. However, the benefits of the revised scheme, in terms of the reduced level of development, needs to be balanced with some buildings outside of the main yard still needing to be used for agricultural purposes.
- 8.7 The applicant has reassessed the farm buildings within the Estate and identified those that are surplus to requirements and can be demolished including a grain silo and two large straw barns and then those that can be converted to other uses, such as equestrian and BI office. These proposals are detailed within submitted applications SDNP/05441/FUL and SDNP/20/05442/FUL, also brought to the Planning Committee for consideration, so that the overall current proposals for the Estate can be balanced. Albeit, that each of the applications are standalone submissions and would be capable of implementation in isolation should the Planning Committee be minded to approve the applications.
- 8.8 With the submission subject of this report, the applicant is seeking to demonstrate that the farm is not at its most efficient and sustainable, as it currently operates from three yards, Iford Farm, The Old Sheep Yard and the Young stock Barn, (also known as Upper Stalls) and Swanborough Farm. The submitted Agricultural Justification Statement considers the limitations of the three sites, the buildings therein and concludes that the consolidation of most of the farm operations, to provide a new farm complex at Iford Farm, would overcome the material constraints of the current disparate operation. This is in terms of the time and cost of operations and providing facilities that are suitable for modern agricultural needs at predominantly one location within the Estate.
- 8.9 This application has also included proposals to regularise the commercial uses of the units A1 to A8 located within the eastern corner of the red line site and further seeks a change to the use of a building currently redundant, unit A2, to a B8 (storage) use. An Operation Strategy has been submitted by the applicant to describe the operation and the history of the uses within these buildings; which uses range from B1c, (light Industrial) to B8, (Storage). The proposals are supported by the applicant through a Farm Diversification Plan and it is considered that this document meets the requirements of policies, SD34: Sustaining the Local Economy, SD39: Agriculture and Forestry, SD40: Farm and Forestry Diversification

SD4I: Conversion of Redundant Agricultural or Forestry Buildings. The proposals also accord with paragraph 83 of the NPPF in that they support “sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings”.

- 8.10 It is considered that this proposal is not only acceptable, in principle, but takes the opportunity to address some of the desirable outcomes of the WEP. WEPs are supported by SDLP policy SD25, which recognises the benefit of looking at Estates in their wider context when considering an individual application. A WEP is therefore a material consideration. The outcomes of the Iford WEP that are specific to this proposal are; principle of farm consolidation and maintenance of diverse farming, increasing the longevity of the enterprise, ability to demonstrate direct public goods from land management, creation of further habitats, including meadow, wetland and reed beds and the preservation and enhancement of Iford village character.
- 8.11 Furthermore, it is acknowledged that the landscape of the South Downs has been shaped by traditional farming over many generations, and that the farming continues to contribute to the landscape character, biodiversity and ecosystem services intrinsic to the National Park. Policy 13 of the South Downs Partnership Management Plan (2020-25) (SDPMP) states the SDNPA’s support for the financial viability business through appropriate infrastructure.
- 8.12 In summary, it is concluded there is justification for the proposal and that there is overarching policy support for the principle of the consolidation of many of the farm buildings at the Iford Farm site and the regularisation of the commercial use within units A1 to A8.

Landscape and Visual impact

- 8.13 The environmental aspect of sustainable agricultural development requires the consideration of its landscape impact. The proposed barns, silage storage area, with associated land raising and new access and farm track have two main visual impacts; those of distant views and those closer to.
- 8.14 Policy SD04, (Landscape Character) supports development that is informed by landscape character, that conserves and enhances the existing landscape features that contribute to the distinctive character, pattern and evolution of the landscape; and safeguards the experiential and amenity qualities of the landscape. Policy SD05, (Design), supports the development that demonstrates landscape-led design approach and respects local character. Policy SD06 (Safeguarding Views) supports development that conserves and enhances views from publically accessible areas.
- 8.15 The application the subject of this report has sought to address previous reasons for refusal by significantly reducing the proposed land raising and reducing the buildings proposed to be located along the south eastern site boundary. The number of overall new buildings proposed has been reduced from seven to five and the new development forms a more consolidated farm complex at this site. Having regard to the revised wire frame plans, it can be appreciated that the revised proposal will sit well in relation to the existing buildings within the site and an unacceptable level of dominance of the additional buildings will not be observed from close to and wider views of the site. Additional and sensitive planting will further assist to break up the building form along the south eastern boundary.
- 8.16 It is considered that the development within the farm will accord with the existing character of the site and that the benefits from the more consolidated farm operation outweigh any changes to the wider visual impact of the proposals. A planning condition will be required to control final land levels. It is not considered that this application would constitute a waste operation and therefore the policies of the West Sussex Waste Plan are not engaged.
- 8.17 The other aspect of the scheme that will have a visual impact is the proposed access and farm track. Concerns have been made through representations submitted in respect of this application that the access and associated farm track will have an unacceptable urbanisation impact on the immediate and wider views of the site. It is accepted that the new access and track will have a visual impact. However, it can be conditioned that the track and bellmouth

are not over engineered and the benefits gained to the amenities of the adjacent Iford Conservation Area are considered to dramatically outweigh the impact of the new track.

- 8.18 To ensure an acceptable development is achieved onsite, all planting and hard surfacing proposed must be considered in detail through the submission of information to address landscape conditions and should be managed in the future through the submission of an acceptable Landscape and Ecological Management Plan, (LEMP).
- 8.19 In summary, it is concluded that the development changes to the agricultural yard, commercial units and access track are acceptable in terms of design and landscape impact.

Impact on Conservation Area

- 8.20 The Iford Conservation Area is located adjacent to the application site and includes a number of listed buildings. There is a small area within the application redline to the west of the farmyard where it extends into the conservation area. However, the main areas of development sit within the section of the site outside of the Iford CA.
- 8.21 One of the advantages of the proposed scheme is considered the benefit to the Iford CA. Currently the main route for farm traffic is through the narrow roads of Iford village. The application is supported by a Heritage Statement that concludes that, by removing as much traffic and inappropriate activities from the historic parts of the village as possible, it will result in a significant improvement to the wider conservation area and the setting of listed buildings. A conclusion with which the SDNPA's Conservation Officer concurs.
- 8.22 A further proposed enhancement to the western side of the site adjacent to the conservation area is proposed; by removing the existing hardstanding that is utilised for storage and returning it to fields, it will provide a visual betterment to the appearance of the farmyard from the conservation area.
- 8.23 Accordingly, it is considered that the proposed scheme accords with policy SD12 (historic environment) and paragraph 200 of the NPPF. There is a special duty of care when considering applications within the setting of listed buildings and this has been undertaken within the consideration of this application and it is concluded that there will not be harm
- 8.24 Concerns have been raised within a representation to the application that the submitted Heritage Statement does not address the impact on the historic centre of Lewes. It is considered that this would be outside of the scope of the application. However, the traffic impact on Lewes is considered within the Highway section of this report.

Drainage and Water Environment

- 8.25 Policies SD49, (Flood Risk Management), SD17, (Protection of the Water Environment) and SD55 (Contaminated Land) are engaged for the proposed development at this site. The superficial geology beneath this site is River Terrace Deposits and Head deposits and the bedrock is the West Melbury Marly Chalk Formation. It does not lie within a Source Protection Zone, but the chalk bedrock is designated as a Principal Aquifer and there are a number of surface water features. The Environment Agency have advised that the existing use of the site as agricultural land presents a medium risk of contamination that could be mobilised during construction to pollute controlled waters. Therefore, controlled waters are very sensitive in this location and need to be protected and the Environment Agency have responded with no objection to the scheme so long as further information is sought from the applicant at post application stage. The submitted FRA is considered to be acceptable.
- 8.26 In summary, with suitably worded conditions, it is considered that this proposal in line with paragraph 170 of the NPPF and policies SD49, SD17 and SD55 of the SDLP with regard to impact of the scheme on the water environment.

Biodiversity, Ecology and Ecosystem Services

- 8.27 Paragraph 175 of the NPPF requires that if significant harm is brought to biodiversity resulting from development that cannot be avoided, mitigated or compensated for, planning permission will be refused. Policy SD09 (Biodiversity and Geodiversity) of the SDLP goes further and requires that biodiversity is enhanced. The application as submitted was

supported by a Preliminary Ecological Appraisal. It is necessary to condition accordance with the survey report. Given the current operational nature of the site, it is considered that so long as the recommendations of the survey works undertaken and are adhered to, then the scheme is acceptable in regard to the impact to ecology. The further enhancements required to biodiversity are considered within the submitted Ecosystem Services Statement.

- 8.28 Part 118 of the NPPF draws attention to the duty to protect the natural environment and to the opportunities for its enhancement. The relevant policy of the SDLP is SD02 (Ecosystem Services). SD02 states that development proposals will be permitted where they have an overall positive impact on the ability of the natural environment to contribute to goods and services. It is considered that the scheme demonstrates direct public goods from land management and provides for the creation of further habitats, including meadow, wetland and reed beds. Other biodiversity benefits include, bird and bat boxes, deadwood habitat piles and flowering plant species.

Impact on Surrounding Residential Amenities

- 8.29 The social aspect of sustainable development requires that decision makers must take account of the impact of proposed development, amongst wider issues, on the amenities of the occupiers of surrounding dwellings. To this regard, it is considered that the new access and farm track will move a significant volume of vehicular trips to and from the site away from the adjacent residential dwellings to the west of the site. Furthermore, the applicant has agreed to retain the existing gate to the access in front of Lower Stalls Cottages and install a further gate to the existing access directly adjacent.
- 8.30 It is not considered that the consolidation of the operations within the site will detriment the amenities of the occupiers of the adjacent dwellings to any significant extent. As this is already a working farm and the use of which will remain unchanged albeit intensified.
- 8.31 This revised application also includes the regularisation of units A1 to A8 in terms of commercial B1c and B8 uses and the conversion of redundant unit A2 to B8. It is considered that without appropriate conditions that these uses do have the potential to cause harm to the amenity of the residents living closest to the site. To this regard the inclusion of these units within this application, some of which could benefit from deemed permission due to the length of operation, is to be welcomed. This is an opportunity to condition the operation of the units in terms of operating hours, car parking and the removal of further permitted development rights so as to require the submission of an application should any further change of use be sought.
- 8.32 Representations received from residents have requested that the cut way adjacent to the existing buildings of the site and Lower Stalls Cottages is blocked off. This has been included within the plans and the area adjacent to the western elevation of unit 2 is to be landscaped and lockable gates to be installed.
- 8.33 It is concluded that the proposed scheme will accord with the requirements of policy SD05 in terms of the impact on the surrounding residential amenities and that the scheme is acceptable in planning terms to this regard in so long as appropriate conditions are imposed to control the future use of the units.

Highways, Access and Traffic

- 8.34 The Highway Authority raised initial concerns concerning the information submitted with the application. They considered that it was insufficient information to conclude that the scheme would not have an adverse impact on the grounds of the regularisation of the commercial uses within the site and the additional B8 use of unit A2.
- 8.35 Following the submission of the additional information, including details of the number of movements and HGV's associated with the regularisation of the commercial units; the Highway Authority has concluded that there are HGV movements associated with the existing operations on the site but that the detail is limited. Additionally, without an end user for the proposed conversion of unit A2 to a B8 use, it is difficult to quantify the impact on the surrounding network. Therefore, in order to provide mitigation that will prevent any increase in HGVs routing via Southover High Street in Lewes, a Travel Management Plan has

been agreed with the applicant for those units that either do not currently have consent and could not benefit from deemed consent. In so long as the application is appropriately conditioned, the Highway Authority has confirmed that they raise no objection to the scheme on highway safety grounds.

- 8.36 In terms of the proposed new access, the application will use a purpose made one rather than the less than ideal historic route that takes farm traffic through the Iford Conservation Area. The new access is up to modern standard and the route avoids the historic village.
- 8.37 Accordingly, it is considered that subject to appropriate planning conditions, the proposed access arrangements and site layout are acceptable in Highway, access and traffic terms and that the scheme is in accordance with the requirements of SDLP policies SD19, (Transport and Accessibility) and SD05 (Design). Whilst the new access may not be in full accordance with Roads in the South Downs (2015), it is considered that the great benefits to Iford CA outweigh in terms of traffic reduction must be held in balance and that to this regard the proposal is considered to be acceptable.
- 8.38 The Highways Authority also considered the impact of this application in conjunction with planning applications SDNP/20/05441 and SDNP/20/05439 and raised no object to any of the three subject to suggested conditions being imposed.

Public Rights of Way

- 8.39 Policy SD20, (Walking, Cycling and Equestrian Routes), requires that new developments maintain existing rights of way; and conserve and enhance the amenity value and tranquillity of, and views from, non-motorised travel routes and access land. There is a public right of way that transverses the proposed farm access track. This PRoW runs across two of the farm's lower fields adjacent to the C7 (Piddinghoe Road). The Highway Authority response raises no concerns with regard to impact of users of this footpath if suitably worded conditions are attached to a planning consent.
- 8.40 Insofar as suitable planting is incorporated into the scheme and suitable surfacing is utilised for the access track, it is not considered that the scheme will create an unacceptable visual impact for the users of the adjacent PRoW network and that the views from the surrounding network will remain that of an active farm operation. Furthermore, the public footpaths through the village of Iford will be enhanced through the reduction of farm vehicles through the Conservation Area.
- 8.41 The SDNPA Access and Recreation team have been working with the applicant to secure a S106 agreement to facilitate the construction of a significant length of the Egrets Way shared use path through the land owned by the Estate required for the works that have already secured planning permission (SDNP/14/01443/FUL). The applicant has agreed that the land strip will be secured by common law through Express Dedication by the landowner for the right of passage on bicycle, on foot and horseback etc. It would be accompanied by a termed Licence Agreement (25 years) covering access for the construction, operation and management of the Egrets Way path through the dedicated land strip. This can be achieved by a schedule to the S106 setting out to an agreed form, the express declaration by the estate.
- 8.42 This accords with the Iford Whole Estate Plan to "encourage wider access and appreciation of the high quality landscapes on the Iford Estate". The Egret's way is a key route that runs through the Estate and views from the new development to it will be altered. Given the scale and significance of the application under consideration, the impact of the scheme in terms of development in this location, that it is visible from both close to and wider views, it is considered appropriate and proportionate that a Section 106 agreement is secured.. This is not only a statement of the WEP but is considered appropriate to accord with the first purpose of the National Park, the duty to conserve and enhance the natural beauty of the National Park. It would also meet the second purpose, to promote understanding and enjoyment of the Park.

Dark night skies

- 8.43 The site is located within the Transition Zone (E1b) and a lighting assessment has been submitted to support the application. Policy SD08 of the SDLP requires that development does not harm the quality of dark night skies of the National Park, for the benefit of people and wildlife. In consideration of this, the applicant has sought to minimise light spill from the site by minimising additional external lighting, PIR sensors fitted to all new external lighting and minimise all internal lights to buildings. Given the higher relative contrast of lighting in rural areas, it will be important that any bright lights (above 5000 lumens) be mitigated sufficiently. To this regard, it is considered necessary to impose a planning condition to require details of the external and internal lighting to be submitted to and approved by the SDNPA.

9. Conclusion

- 9.1 Given the above, it is considered that the proposal is in accordance with the Development Plan and there are no overriding material considerations to otherwise indicate that permission should not be granted. The scheme supports the future of the farming operation and enables conservation and biodiversity enhancements to be delivered. It is therefore recommended that planning permission be granted, subject to the conditions listed below in order to meet the requirements of SD25, the purpose (1) of the National Park and the Iford WEP and subject to the completion of a Section 106 to permit the development of the Egrets Way on Iford Estate land. That authority be delegated to the Director of Planning to refuse the application with appropriate reasons if the legal agreement is not completed or sufficient progress made within 6 months of the Planning Committee meeting of 15 April 2021.

10. Reason for Recommendation

- 10.1 The application is recommended for approval subject to the following conditions and subject to a legal agreement to permit the development of the Egrets Way on Iford Estate land, the final form of which is to be delegated to the Director of Planning;

Timescale

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 (1) of the Town and Country Planning Act 1990 (as amended) and Section 51 of the Planning and Compulsory Purchase Act 2004.

Accordance with Plans

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.

Material details

3. Prior to construction above slab level a schedule and samples of external materials and finishes to be used in the construction of buildings hereby approved, and any associated hard-surfaces, shall have been submitted to and approved in writing by the Local Planning Authority. The development shall only be carried out strictly in accordance with the approved details.

Reason: In the interests of landscape and visual amenity of the area

4. Prior to the implementation of the change of use of unit A2 hereby approved, a schedule and samples of external materials and finishes to be used in the alteration of the building, shall have been submitted to and approved in writing by the Local Planning Authority. The development shall only be carried out strictly in accordance with the approved details.

Reason: In the interests of landscape and visual amenity of the area

5. Prior to the implementation of the change of use of unit A2 hereby approved, a schedule and samples of materials and dimensions of the proposed wall/fence to be constructed between buildings A1 and A2, shall have been submitted to and approved in writing by the Local Planning Authority. The development shall only be carried out strictly in accordance with the approved details.

Reason: In the interests of landscape and visual amenity of the area

Control of Commercial Units

6. The commercial uses; hereby permitted within units A1 to A8 shall not take place other than between the hours of:
 - i) 7am to 7pm; Mondays to Fridays
 - ii) 9am to 4pm; Saturdays
 - iii) At no time on; Sundays and bank holiday

Reason: To protect the residential amenities of the locality.

7. All fork lift and other vehicles servicing the commercial units shall be fitted with a reverse beep white noise silencers and shall be maintained in such condition at all times thereafter.

Reason: To ensure the use of the units do not have a harmful environmental effect and in the interests of amenity.

8. There shall be no alteration or variation to the existing ventilation equipment without the prior written approval of the local planning authority, and the ventilation equipment shall not be operated outside of the agreed hours of operation set out in condition 6, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the amenity of the area is not detrimentally affected by the use of the site.

9. The B8 use of unit A2 hereby approved, shall be used in accordance with the details approved; and for no other purpose (including any other purpose in Class E; of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by the Town and Country Planning (Use Classes) (Amendment) (England) Order 2020 or in any provision equivalent to that Class in any other statutory instrument revoking and re-enacting that Order).

Reason: To ensure the use of the units do not have a harmful environmental effect and in the interests of amenity.

10. The commercial units, shall be used in accordance with the details approved in terms of the current use class; and for no other purpose (including any other purpose in Class E; of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by the Town and Country Planning (Use Classes) (Amendment) (England) Order 2020 or in any provision equivalent to that Class in any other statutory instrument revoking and re-enacting that Order).

Reason: To ensure the use of the units do not have a harmful environmental effect and in the interests of amenity.

11. No materials, goods, plant, equipment or any waste materials associated with the commercial uses shall be stored externally; (i.e. outside the confines of the units within the area of the site shown on plan 2006_1005 rev A). The area of hardstanding between Lower Stalls Cottages and the approved wall between units A1 and A2 shall be kept clear at all times.

Reason: To ensure the use of the units do not have a harmful environmental effect and in the interests of amenity.

12. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any Order or revoking and re-enacting that order with or without modification), no further plant or machinery shall be

erected on or carried out at the site as shown on plan 2006_I005 rev A under or in accordance with Part 7 Class H of Schedule 2 to that Order unless permission is granted by the Local Planning Authority pursuant to an application for the purpose.

Reason: To enable the Local Planning Authority to regulate and control the development of land.

Highways and Access

13. The development shall not commence until details of the layout of the new access and the specification for the construction of the access which shall include drainage have been submitted to and approved in writing by the Planning Authority and the development shall not be occupied until the construction of the access has been completed in accordance with the agreed specification.

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway.

14. No development shall be occupied until gates have been installed at the existing access adjacent to the western elevations of units A1 and A2 shown on the submitted plan (Plan no 2006-I003 Rev C). The existing gate across the site entrance adjacent to Lower Stalls Cottages shall be retained. Thereafter all gates must remain installed as approved across both site accesses.

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway.

15. The new access shall not be used until visibility splays of 3 metres by 132 metres have been provided to the South and 3 metres by 147 metres have been provided to the North of the existing vehicular access onto the C7 in accordance with the submitted Transport Report received 17 March 2021. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 600mm.

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway

16. The development shall not be occupied until a parking area has been provided in accordance with details which have been submitted to and approved in writing by the Local Planning Authority and the area shall thereafter be retained for that use and shall not be used other than for the parking of motor vehicles

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway.

17. The development shall not be occupied until cycle parking areas have been provided in accordance with details which have been submitted to and approved in writing by the Planning Authority and the areas shall thereafter be retained for that use and shall not be used other than for the parking of cycles

Reason: In order that the development site is accessible by non-car modes and to meet the objectives of sustainable development

18. The development shall not be occupied until a turning space for vehicles has been provided and constructed in accordance with the submitted plan (Plan no 2006-I003 Rev C)) and the turning space shall thereafter be retained for that use and shall not be used for any other purpose.

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway.

19. The development shall not commence until revised plans and details incorporating the recommendations given in the Stage 1 Road Safety Audit and accepted in the Designers Response have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall be constructed in accordance with the approved details.

Reason: In the interests of road safety.

20. Prior to the occupation of development, a Travel Management Plan shall be prepared and submitted to detail the number of movements generated by the following units A2, A5, A6 & A7, this should include the number of HGV's and proposed routing from the site. The figures will need to be kept within the trip rates set out within Allen Rollings' Highways Report dated 17 March 2021. This Travel Management Plan will need to be approved in writing by the Local Planning Authority.

Reason: In the interests of road safety

21. Prior to the commencement of development details of the proposed surface water drainage to prevent the discharge of surface water from the proposed site onto the public highway and, similarly, to prevent the discharge of surface water from the highway onto the site shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall be constructed and implemented in accordance with the approved details.

Reason: To ensure the appropriate management of surface water on and adjacent to the highway and prevent an increased risk of flooding.

22. The completed access shall have maximum gradients of 2.5% (1 in 40) from the channel line and 11% (1 in 9) thereafter

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway.

23. Prior to the commencement of development details of the proposed signage shall be submitted to and approved in writing by the Local Planning Authority. Once approved the signage should be erected and maintained at a minimum of 450mm back from the edge of the adjacent carriageway, in order to provide adequate clearance from any overhang of passing vehicles.

Reason: To ensure the safety of persons and vehicles proceeding along the highway.

24. Public Footpath Iford Id should remain unobstructed during and on completion of the development

Reason: To ensure the safety of persons proceeding along the public footpath.

25. No development shall take place, including any ground works or works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to in full throughout the entire construction period. The Plan shall provide details as appropriate but not be restricted to the following matters:

- i) the anticipated number, frequency and types of vehicles used during construction,
- ii) the method of access and egress and routeing of vehicles during construction,
- iii) the parking of vehicles by site operatives and visitors,
- iv) the loading and unloading of plant, materials and waste,
- v) the storage of plant and materials used in construction of the development,
- vi) the erection and maintenance of security hoarding,
- vii) the provision and utilisation of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- viii) details of public engagement both prior to and during construction works,
- ix) detail measures to manage flood risk, both on and off the site, during the construction phase.

Reason: In the interests of highway safety and the amenities of the area.

Flood Risk

26. The development shall be carried out in accordance with the submitted Flood Risk Assessment (Ref 7187, November 2020, by GTA Civils Ltd) and the mitigation measures detailed within (sections 3.6, 3.8, 5.3 and 5.4). These mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the scheme's timing/phasing arrangements. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.

Reason: To ensure that flood risk is managed.

Development on land affected by contamination

27. No development approved by this planning permission shall commence until a remediation strategy to deal with the risks associated with contamination of the site in respect of the development hereby permitted, has been submitted to, and approved in writing by, the Local Planning Authority. This strategy will include the following components:

- i) A preliminary risk assessment which has identified:
 - a. all previous uses;
 - b. Potential contaminants associated with those uses;
 - c. a conceptual model of the site indicating sources, pathways and receptors; and
 - d. potentially unacceptable risks arising from contamination at the site.
- ii) A site investigation scheme, based on (i) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site.
- iii) The results of the site investigation and the detailed risk assessment referred to in (ii) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
- iv) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (iii) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the written consent of the Local Planning Authority. The scheme shall be implemented as approved.

Reason: To ensure that the development does not contribute to, or is not put at unacceptable risk from/adversely affected by, unacceptable levels of water pollution.

Verification report

28. Prior to any part of the permitted development being brought into use, a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reason: To ensure that the site does not pose any further risk to human health or the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete.

Previously unidentified contamination

29. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this

contamination will be dealt with has been submitted to, and approved in writing by, the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reason: To ensure that the development does not contribute to, is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site.

SuDS Infiltration of surface water into ground

30. No drainage systems for the infiltration of surface water to the ground are permitted other than with the written consent of the Local Planning Authority. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development must be carried out in accordance with the approved details. The surface water drainage system shall incorporate the following:
- i) Detailed drawings and hydraulic calculations. The hydraulic calculations shall take into account the connectivity of the different surface water drainage features. The calculations shall demonstrate that surface water flows can be limited to 2 l/s for all rainfall events, including those with a 1 in 100 (plus climate change) annual probability of occurrence.
 - ii) The details of the outfall of the proposed drainage system and how it connects into the watercourse shall be submitted as part of a detailed design including cross sections and invert levels.
 - iii) The detailed design shall include information on how surface water flows exceeding the capacity of the surface water drainage features will be managed safely.
 - iv) The detailed design of the surface water drainage features (attenuation pond) shall be informed by findings of groundwater monitoring between autumn and spring at the location of the proposed tank. The design should leave at least 1m unsaturated zone between the base of the drainage structures and the highest recorded groundwater level. If this cannot be achieved, details of measures which will be taken to manage the impacts of high groundwater on the hydraulic capacity and structural integrity of the drainage system should be provided

Reason: To ensure that the development does not contribute to, is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants.

31. A maintenance and management plan for the entire drainage system shall be submitted to the planning authority before any construction commences on site to ensure the designed system takes into account design standards of those responsible for maintenance. The management plan shall cover the following:
- i) This plan should clearly state who will be responsible for managing all aspects of the surface water drainage system, including piped drains.
 - ii) Evidence of how these responsibility arrangements will remain in place throughout the lifetime of the development

These details shall be submitted to and approved in writing by the Local Planning Authority and shall thereafter remain in place for the lifetime of the development.

Reason: To ensure that the development does not contribute to, is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants.

32. Prior to occupation of the development evidence (including photographs) should be submitted showing that the drainage system has been constructed as per the final agreed detailed drainage designs.

Reason: To ensure that the development does not contribute to, is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants.

Landscaping, Ecology and Trees

33. Prior to the commencement of the development hereby permitted, a detailed scheme of soft landscaping works shall be submitted to and approved in writing by the Local Planning Authority. All such works as may be approved shall then be fully implemented in accordance with the approved development. The scheme shall include details of:
- i) Proposed planting plans and strategy, including written specifications, cultivation and other operations associated with plant, grass, shrub and tree establishment; schedules of plants and trees noting species, sizes; and proposed numbers/densities where appropriate;
 - ii) Tree guards, staking and tree-pit construction;
 - iii) Retained areas of grassland cover, scrub, hedgerow, and trees;
 - iv) A timetable for implementation of the soft landscaping works.
 - v) A schedule of landscape maintenance for a minimum period of 5 years to include details of the arrangements for its implementation.

Thereafter the development shall be undertaken in full accordance with the agreed details unless otherwise agreed in writing by the Local Planning Authority.

Reason: To achieve an appropriate landscaping scheme which will contribute to the setting of the development and the surrounding character and appearance of the area, and secure ecological mitigation measures and biodiversity net gain.

34. All soft landscaping shall be carried out in the first planting and seeding season following the bringing into use of the proposed farm buildings, or the completion of the development, whichever is the sooner. All shrub and tree planting shall be maintained free from weeds and shall be protected from damage by vermin and stock. Any trees or plants, 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 the Local Planning Authority.

Reason: To achieve an appropriate landscaping scheme to integrate the development into the landscape.

35. Works shall be carried out in full accordance with the ecological mitigation and enhancement measures as set out in the Preliminary Ecological Appraisal report (The Ecology Consultancy, 27/11/2020) as submitted with the planning application and agreed in principle with the local planning authority prior to determination.

Reason: To ensure that the measures considered necessary as part of the ecological impact assessment are carried out as specified, and to provide a net gain for biodiversity.

36. No development shall take place until a Landscape and Ecological Management Plan (LEMP), has been submitted to and approved in writing by the Local Planning Authority. The content of the LEMP shall include, but not be restricted to, the following:

- a) A description, plan and evaluation of landscape and ecological features to be managed including the water features and ditches, grassland and hedgerows, tree planting, enhancement of the coastal and floodplain grazing marsh, creation of a wildlife area including pond, and the provision of bird boxes, including a barn owl box.
- b) Measures setting out how the development will:
 - i) Conserve water resources and improve water quality;
 - ii) Protect and provide more, better and joined up natural habitats;
 - iii) Improve the National Park's resilience to, and mitigation of, climate change;
 - iv) Increase the ability to store carbon;
 - v) Conserve and enhance soils.
- c) Ecological trends and constraints on site that might influence management;

- d) Details of future management of both areas for habitats and species, including details of management responsibility;
- e) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period);
- f) A scheme of ongoing monitoring, and remedial measures where appropriate;
- g) details for disposal of any wastes arising from works.

The approved LEMP will be implemented in full accordance with the approved details, including timings. Where deemed necessary by the Local Planning Authority shall include contingencies and/or remedial action to be further agreed and implemented where the results from monitoring show that conservation aims and objectives of the LEMP are not being met.

Reason: To achieve an appropriate landscaping scheme that will contribute to the setting of the development and the surrounding character and appearance of the area, and secure ecological mitigation measures and biodiversity net gain.

37. Prior to the commencement of the development hereby permitted details of the protection of the trees and hedgerows to be retained shall be submitted to and approved in writing by the Local Planning Authority. The measures of protection should be in accordance with BS5837:2012 and shall be retained until the completion of the development and no vehicles, plant or materials shall be driven or placed within the Root Protection zones.

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

Lighting and Dark Night Skies

38. Prior to development above slab level, a scheme of external lighting to be installed at the site shall be submitted to, and approved in writing by the Local Planning Authority. The lighting shall:
- i) Comply with the guidance set out in the SDNPA's Dark Night Skies Technical Advice Note;
 - ii) Be designed to minimise impacts on wildlife
 - iii) Internal lighting shall be installed as high as possible so that there is an even spread and that the lights aren't directly visible from the surroundings and greater detail provided of the internal lighting switching
 - iv) The lighting shall be installed, maintained and operated in full accordance with the approved details

Reason: In the interests of amenity and to protect the South Downs International Dark Skies Reserve.

Informatives

Requirement for an Environmental Permit

1. The application states that the proposal for the discharge of foul effluent is unknown. Any discharge of effluent associated with this development may require an Environmental Permit from us under the Environmental Permitting (England & Wales) Regulations 2016, unless an exemption applies. The Applicant is advised to contact us on 03708 506 506 (Monday to Friday, 8am to 6pm) or by emailing enquiries@environment-agency.gov.uk for further advice and to discuss the issues likely to be raised. The Applicant should note that a permit is separate to and in addition to any planning permission granted. The granting of planning permission does not necessarily lead to the granting of a permit. Additional guidance' can be found on the gov.uk website – <https://www.gov.uk/environmental-permit-check-if-you-need-one>.

2. For Commercial Kitchens, details should be drawn up with regard to Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems produced by Department of Environment Food and Rural Affairs.

Digestate and silage storage

3. The site lies on Chalk, which is classified as a Principal Aquifer. Groundwater must be protected from pollution and all precautions including the design and construction of any storage lagoon must be undertaken in accordance with best practice. Silage feedstock material for the AD plant should be stored as in accordance with the SSAFO Regulations (The Water Resources (Control of Pollution) (Silage, Slurry and Agricultural Fuel Oil) (England) Regulations 2010). It is noted that the Agricultural Justification report confirms that the silage clamp will be constructed to SSAFO requirements (paragraph 5.20). The Applicant should note that in accordance with the SSAFO Regulations, we require 14 days' notice before work starts on the construction of new silo, slurry or fuel oil storage facilities, or the refurbishment of existing ones, and for purpose built on site clamps and field heaps (including "Ag Bag" structures which may be stored off site by sub-contractors/other farmers). Notification form WQE4 and further guidance on the SSAFO regulations are available on the gov.uk website - <https://www.gov.uk/guidance/storing-silage-slurry-and-agricultural-fuel-oil>, but where the NVZ Regulations are applicable this should be increased to 5 months. Rainfall should be taken into account also when calculating capacity also.

Locally Sourced Materials

4. The SDNPA encourages the use of locally sourced materials to support local character and distinctiveness and to reduce the costs both financially and environmentally of transporting materials long distances. The applicant is recommended to undertake a resource mapping exercise for materials, starting within a 5km radius of their site, and then 10km, 25km.

Highways

5. The applicant will be required to enter into a license/agreement with East Sussex County Council, as Highway Authority, for the off-site highway works. This includes the construction of the new access. The applicant is requested to contact the Transport Development Control Team (01273 482254) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.
6. The applicant is advised of the requirement to enter into discussions with and obtain the necessary licenses from the Highway Authority to cover any temporary construction related works that will obstruct or affect the normal operation of the public highway prior to any works commencing. These temporary works may include, the placing of skips or other materials within the highway, the temporary closure of on-street parking bays, the imposition of temporary parking restrictions requiring a Temporary Traffic Regulation Order, the erection of hoarding or scaffolding within the limits of the highway, the provision of cranes over-sailing the highway. The applicant should contact the Transport Development Control Team (01273 482254).

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.

TIM SLANEY

Director of Planning

South Downs National Park Authority

Contact Officer: Heather Lealan

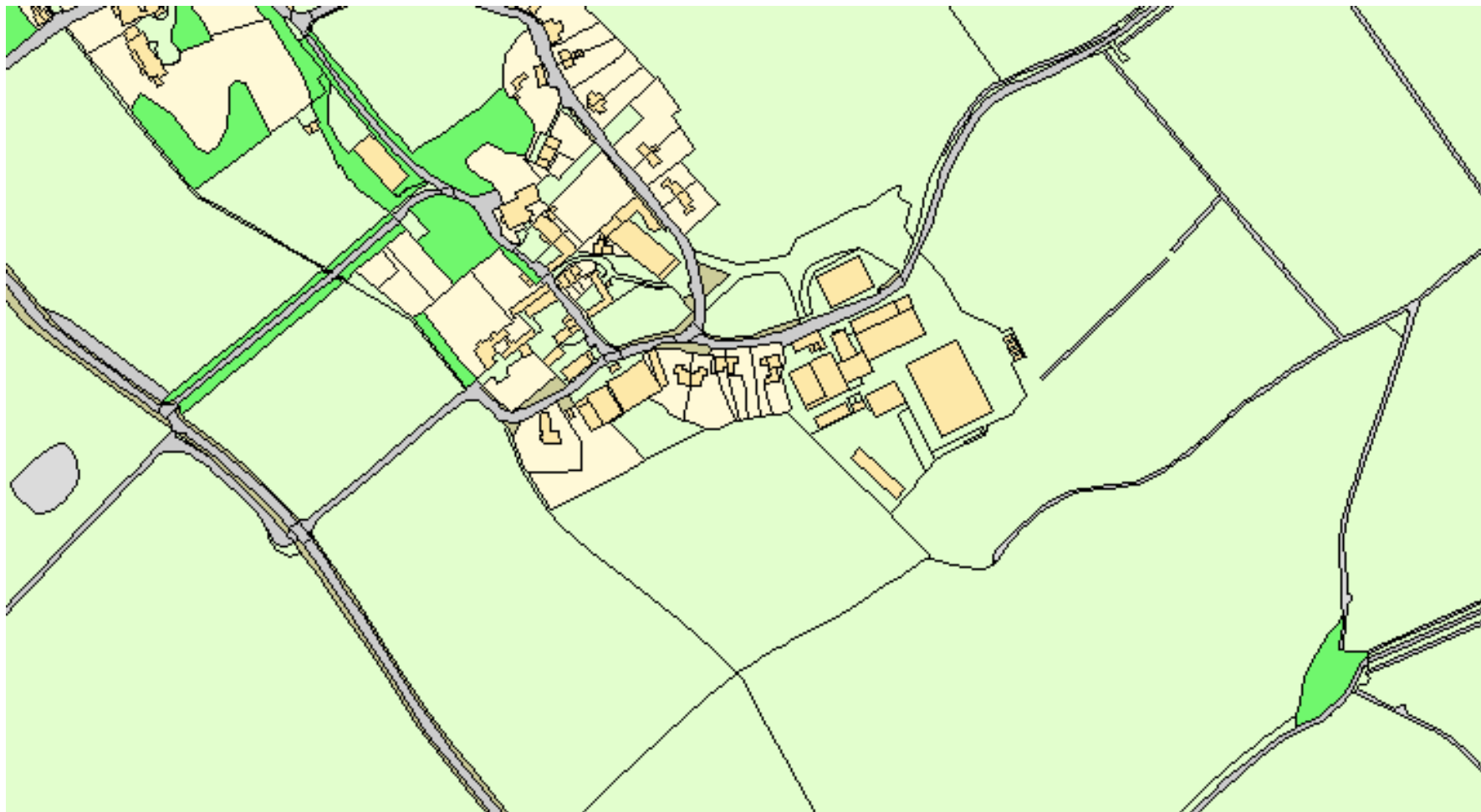
Tel: 01730 819363

email: heather.lealan@southdowns.gov.uk

Appendices I. Site Location Map

SDNPA Consultees Legal Services, Development Manager

Background Documents <https://planningpublicaccess.southdowns.gov.uk/online-applications/simpleSearchResults.do?action=firstPage>
[National Planning Policy Framework \(2019\)](#)
[South Downs Local Plan \(2014-33\)](#)
[South Downs National Park Partnership Management Plan 2014](#)
[South Downs Integrated Landscape Character Assessment 2005 and 2011](#)

Site Location Map

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Agenda Item 9
Report PC20/21-42

Report to	Planning Committee
Date	15 April 2021
By	Director of Planning
Local Authority	Lewes District Council
Application Number	SDNP/20/05442/FUL
Applicant	Mr B Taylor
Application	Demolition of redundant modern straw barn at Sheeppard Barns, Conversion of redundant Sprayer Shed to BI(a) office use and demolition of redundant above ground slurry tank
Address	Iford Farm, The Street, Iford, East Sussex

Recommendation:

That planning permission be granted subject to the conditions set out in paragraph 10.1 of the report.

Executive Summary

The applicant seeks permission to convert a redundant Sprayer Shed to the west of the main Iford Farm complex to a BI(a) office use and to demolish two further redundant buildings. This application has been submitted independently but alongside two other applications for development within the Iford Estate; the Proposal section of this report provides further details of these applications.

The main issues relevant to the determination of this application are considered to be:

- Principle of Development and Agricultural Justification
- Landscape and Visual impact
- Impact on Conservation Area
- Drainage and Water Environment
- Biodiversity, Ecology and Ecosystem Services
- Impact on Surrounding Residential Amenities
- Highways, Access and Traffic
- Dark Night Skies

The report concludes that the scheme will provide an acceptable future use for the redundant Sprayer Shed and that the demolition of two further redundant buildings would enhance the visual amenities of Iford Village and Rise Farm. The identified benefits to the farming operation are supported by the requirements of policy SD40, SD41 and other relevant policies of the South Downs Local Plan. The proposal is supported by a Whole Estate Plan that sets in context the proposal and provides a framework for delivering related benefits to the locality and the landscape, in line with policy SD25. That said, it is important that this application be considered on its planning merits. To this regard, it is considered that the submitted application has demonstrated accordance with policy SD39 and other relevant policies of the South Downs Local Plan.

The application is placed before Members due to the nature of the application and policy considerations.

1. Site Description

- 1.1 Iford Farm is located on the south-eastern edge of the village of Iford, approximately 5.4 kilometres south of Lewes, on the Ouse Valley Sides immediately adjacent to the Ouse Valley floodplain. Iford village is a small downland village that forms one of several villages just above the floodplain of the River Ouse. The village is designated a Conservation Area.
- 1.2 This application concerns three buildings across three different parts of the Iford Farm wider complex. The building within the application description identified as the Sprayer Shed is located to the west of the main Iford Farm and sits adjacent to the Iford Estate Office. It is currently accessed via the same road that leads on to the main farmyard. The building is bounded by an existing flint wall typical of the area.
- 1.3 Two further redundant buildings are part of this application. The first is identified as a modern straw barn at Sheeppark barns. This site lies to the northern edge of Iford Village and the building is a modern open sided straw-barn positioned within what would have been an open central courtyard of older agricultural buildings. These buildings are significantly lower in height than the straw barn. The final building included within this proposal is a redundant slurry tank located at the Rise Farm site within the wider Iford Estate. The slurry tank sits at the northern edge of the Rise Farm complex on the corner of an open field.

2. Relevant Planning History

- 2.1 The following planning history is relevant to the application site:
- SDNP/20/05349/FUL - Consolidation of farming activities at Iford Farm through the erection of 2 No. Cattle Sheds, Straw Barn and Machinery Shed incorporating Fertiliser Store and Welfare Facilities and hardstanding; new farm access from C7 Piddinghoe Road, conversion of redundant building to commercial B8 use and regularisation of established commercial uses in adjacent buildings; and landscaping including woodland planting, surface water attenuation pond and wildlife planting to create biodiversity net gain – Currently under consideration (Item 8 at this committee)
 - SDNP/20/05441/FUL - 1. Demolition of redundant straw barn, 2. Conversion of redundant cattle shed to stabling in connection with existing livery business. 3. Extension to existing private stable building – Currently under consideration (Item 10 at this committee)

3. Proposal

- 3.1 This application has been submitted to seek consent for the conversion of one redundant farm building and the demolition of two other redundant farm buildings.
- 3.2 The proposed conversion is of the building identified as the Sprayer Shed,. The applicant is seeking permission to convert the Sprayer Shed to a B1a office use and it would form a new office unit of 300m² of floorspace. The new office would sit adjacent to the Iford Estate office, situated directly to the north of the Sprayer Shed.
- 3.3 Alongside this conversion, the application proposes the demolition of two further redundant buildings within the farm complex, a modern straw barn at Sheeppark Barns and a slurry tank of Rise Farm. The existing sprayer shed building will require extensive works to convert to an office as it is currently little more than a dilapidated shell.
- 3.4 This proposal has been submitted concurrently with two further applications to seek to provide a better understanding of the future direction of the Estate and to account for the future use/ demolition of redundant buildings. However, each application would constitute a stand-alone planning permission if approved. Both of the planning applications that include demolition of redundant buildings and can be conditioned to require that the building(s) proposed to be demolished is done so prior to any new occupation of buildings within which a change of use is proposed.

- 4. Consultations**
 - 4.1 Iford Parish Meeting: Support**
 - 4.2 Conservation Officer: Support**
 - 4.3 Environmental Health: No comments**
 - 4.4 Design: Support**
 - The applicant can develop the design around the predominant building material (timber, locally sourced) and work up a set of construction details to refine the building design, in line with SDLP policy SD5 paragraph 5.26
 - Regarding SDLP Policy SD48, the applicant will need to summarise the methods taken to reduce CO2 emissions.
 - Support application subject to recommended conditions.
 - 4.5 Ecology: No comments.**
 - 4.6 Environment Agency: Support**
 - 4.7 Highways: Support**
 - Following the submission of additional highway information document subject to conditions.
 - 4.8 Landscape: Support**
 - Subject to condition with regard to materials.
 - No storage of equipment, formalisation of garden to front of office.
 - 4.9 Planning Policy and Thrive Team: Comments**
 - The scheme must be assessed against relevant SDLP policies and further information required.
 - **Officer comment** – The merits of the scheme in terms of the SDLP policy requirements have been taken into the balance with the wider benefits associated with the consolidation scheme SDNP/20/05439/FUL. The scheme supports the main application in terms of the conversion and demolition of redundant buildings within the wider farm Estate.
 - 4.10 Southern Water: Comments**
 - There are no public foul sewers in the area to serve this development. The applicant is advised to examine alternative means of foul disposal.
 - 4.11 Whole Estate Plan Team: Support**
 - This proposal is supported by the SDNPA Local Plan (2019) Policies as well as delivering on outcome 10 in the SDNPA Partnership Management Plan (2020) in pursuit of our National Park Purposes and Duty. The development is also supported by the NPPF (2018) Para 83. Evidence collected for the SDNPA Economic Profile (2018) and Economic Profile up-date (2020) Priority 5 also support this proposal: Land based industry, which highlights the dependence of our economy and natural capital on this sector and stresses the need to support our land-based businesses.
 - The Iford WEP (2018) states the need to actively pursue the re-purposing, removal and replacement of redundant farm buildings to ensure it successfully re-shapes and re-builds the necessary infrastructure to support the Estate's long-term financial future.
- 5. Representations**
 - 5.1** There have been a total of 27 representations, (25 individual representees when including people who submitted more than one response) of the total number of representations 23 were in support of the scheme (2 representatives submitted 2 responses), 1 was neutral, and 3 were objections. These response are summarised as follows;

Support

- Farm noise to date has been negligible
- The Estate have been open with their consultations with local residents
- Farm shows diligence in support of local wildlife and biodiversity
- Reposes empty and redundant buildings and removes unusable farm structures
- Proposals are a great improvement in terms of visual amenity
- Will provide benefit in terms of local employment
- Residential ratio of village will stay in balance in terms of residential and business use
- In keeping with rural village life

Neutral

- Appears to be an appropriate application
- Needs to be conditioned appropriately including details of materials and colours of roofing

Objection

- There needs to be legal protection for the existing historic ditch/stream
- 40mph speed limit required along C7
- The installation of cycleway/path along section of C7 with a safe crossing place at Swanborough should be part of the application.

5.2 **Letter of objection from Cycle Lewes.** This letter has been submitted against the current three planning applications by the Iford Estate currently under consideration. Therefore, for the sake of completeness, that main points raised within the letter have been summarised within all three applications, although it would appear that a number of the points raised relate directly to SDNP/20/05439/FUL.

- Unclear if a previous permission for a Grain Store on the main Iford site has been implemented.
- The need for the development must be considered against the backdrop of the Committee on Climate Change (CCC) and the 2050 Net Zero target
- The revised application represents little difference in terms of the scale to the previously refused application and in addition includes retrospective permission for commercial buildings and one additional conversion.
- The higher built element of the straw barn within the main Iford farm site is closer to views from the Downs where it affects the setting of the adjacent Iford village conservation area
- Concerns regarding the importation of waste and development within the flood plain in terms of traffic, impact on flood plain and visual amenity.
- The future use of some redundant buildings within the Estate has not been clarified
- Concerns about increased traffic generation including an increase in HGVs. There is no assessment of the impact on Lewes conservation area or cyclists using the C7.
- Impact on cycling route and footpaths - C7 is notoriously dangerous route for cycling; the proposals will deter local cycling at a time when the government and SDNPA are seeking to encourage more cycling and walking.
- Whilst the principle and formation of the Egrets Way is strongly supported by Cycle Lewes, it is considered that the need is a permanent one and should accordingly be accompanied by a permanent commitment underpinned by the relevant Rights of way legislation.

6. Planning Policy Context

- 6.1 Applications must be determined in accordance with the Development Plan unless material considerations indicate otherwise. The relevant statutory development plan is South Downs Local Plan (2014-33). The relevant policies are set out in section 7 below.

National Park Purposes

- 6.2 The two statutory purposes of the SDNP designation are:

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

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

National Planning Policy Framework and Circular 2010

- 6.3 Government policy relating to National Parks is set out in English National Parks and the Broads: UK Government Vision and Circular 2010 and the revised National Planning Policy Framework (NPPF) issued in July 2018 and further amended in February 2019. 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.

Relationship of the Development Plan to the NPPF and Circular 2010

- 6.4 The development plan policies listed below have been assessed against the NPPF and are considered to be compliant with it.

Statutory Requirements

- 6.5 The Planning (Listed Buildings and Conservation Areas) Act 1990 places a series of duties on planning authorities when determining planning applications for planning permission that may affect conservation areas, listed buildings or their setting.
- 6.6 Section 66 (1) states that ‘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 listed building or its setting or any features of special architectural or historic interest which it possesses’
- 6.7 Section 72 states that when considering proposals within conservation areas, the decision maker must pay ‘special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area’

The South Downs National Park Partnership Management Plan

- 6.8 The South Downs National Park Partnership Management Plan 2020-25 is a material consideration in the determination of the application. The following policies are relevant:
- 1: Conserve and enhance natural beauty and special qualities of the landscape;
 - 3: Protect and enhance tranquillity and dark night skies;
 - 4: Create more, bigger, better-managed and connected areas of habitat in and around the National Park, which deliver multiple benefits for people and wildlife;
 - 5: Conserve and enhance populations of priority species;
 - 9: The significance of the historic environment is protected from harm, new discoveries are sought and opportunities to reveal its significance are exploited;
 - 10: A diverse, sustainable, dynamic economy which is positively linked to the special qualities of the National Park;

- I2: Support conservation grazing on semi-natural habitats as part of a profitable livestock and mixed farm economy;
- I3: Support the financial viability of farm businesses through appropriate infrastructure and diversification developments, in particular, encouraging those that will support sustainable farming;
- 55: Promote opportunities for diversified economic activity in the National Park, in particular, where it enhances the special qualities.

7. Planning Policy

The South Downs National Park Local Plan (2014-33)

7.1 The following policies of the South Downs Local Plan are relevant:

- SD1: Sustainable Development
- SD2: Ecosystems Services
- SD3 Major Development
- SD4: Landscape Character
- SD5: Design
- SD6: Safeguarding Views
- SD8: Dark Night Skies
- SD9: Biodiversity and Geodiversity
- SD10: International Sites
- SD11: Trees, Woodland and Hedgerows
- SD13: Listed Buildings
- SD15: Conservation Areas
- SD17: Protection of the Water Environment
- SD19: Transport and Accessibility
- SD20 Walking, Cycling and Equestrian Routes
- SD21: Public Realm, Highway Design and Public Art
- SD25: Development Strategy
- SD39 Agriculture and Forestry
- SD40: Farm and Forestry Diversification
- SD41: Conversion of Redundant Agricultural or Forestry Buildings
- SD48: Climate Change and Sustainable Use of Resources
- SD50: Sustainable Drainage Systems
- SD54: Pollution and Air Quality
- SD55: Contaminated Land

8. Planning Assessment

8.1 The main considerations of the application are:

- a) Principle of Development and Agricultural Justification
- b) Landscape and Visual Impact
- c) Impact on Conservation Area
- d) Drainage and Water Environment
- e) Biodiversity, Ecology and Ecosystem Services
- f) Impact on Surrounding Residential Amenities
- g) Highways, Access and Traffic
- h) Dark Night Skies

Principle of Development and Agricultural Justification

- 8.2 The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development. There are three dimensions to sustainable development: economic, social and environmental.
- 8.3 The proposal complies with policy SD40 (Farm Diversification) of the South Downs Local Plan (SDLP). This policy supports sustainable development and the current proposals seek the conversion of a redundant farm building providing a long term benefit to the Estates farming business. The application is supported by evidence to demonstrate that there is a need for diversification and that appropriate measures have been undertaken to ensure development does not have an adverse impact on the locality. Policy SD25, (Development Strategy), allows for development outside of the settlement boundary when there is an essential need for a countryside location. Supporting mixed farming, recognising the value livestock play in landscape management is part of the general thrust of the Local Plan.
- 8.4 In support of the economic sustainability of the proposal, an Agricultural Justification Statement has been submitted to demonstrate the principle of the development and the need. The applicant has reassessed the farm buildings within the Estate and identified those that are surplus to requirements and included within this application is a modern straw barn and a slurry tank which are to be demolished. The applicant has also looked at those that can be converted to other uses, such as the Sprayer Shed. This application has been submitted concurrently with an application detailing the consolidation of agricultural buildings at the main Iford farmyard, SDNP/20/05439/FUL, and associated application SDNP/05441/FUL. Both are also brought to the Planning Committee for consideration, so that the overall current proposals for the Estate can be assessed.. Albeit, that each of the applications are standalone submissions and would be capable of implementation in isolation should the Planning Committee be minded to approve the applications.
- 8.5 It is considered that this document meets the requirements of policies, SD34: Sustaining the Local Economy, SD39: Agriculture and Forestry, SD40: Farm and Forestry Diversification SD41: Conversion of Redundant Agricultural or Forestry Buildings. The proposals also accord with paragraph 83 of the NPPF in that they support “sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings”.
- 8.6 It is considered that this proposal is not only acceptable, in principle, as farm related development is concerned, but takes the opportunity to address some of the desirable outcomes of the WEP. WEPs are supported by SDLP policy SD25, which recognises the benefit of looking at Estates in their wider context when considering an individual application. A WEP is therefore a material consideration. The outcomes of the Iford WEP that are specific to this proposal are; principle of farm consolidation and maintenance of diverse farming, increasing the longevity of the enterprise, ability to demonstrate direct public goods from land management, creation of further habitats, including meadow, wetland and reed beds and the preservation and enhancement of Iford village character.
- 8.7 In summary, it is concluded that there is justification for the proposal.

Landscape and Visual impact

- 8.8 The environmental aspect of sustainable agricultural development requires the consideration of its landscape impact. Policy SD04, (Landscape Character) supports development that is informed by landscape character. Policy SD05, (Design), supports the development that demonstrates landscape-led design approach and respects local character. Proposals should both integrate with, respect and sympathetically complement character and utilise architectural design that is appropriate and sympathetic to its setting.
- 8.9 It is considered that the development within the farm will accord with the existing character of the site and that the benefits from the more consolidated farm operation outweigh any changes to the wider visual impact of the proposals. The design of the converted Sprayer Shed has been influenced by comments from the SDNPA’s design officer and it represents a building that is sympathetic to its own history and context within which it is located. Whilst

providing a simple design, the modern office building will integrate well with the surrounding vernacular. The removal of the two unsightly buildings at the Sheeppyard and Rise yard are supported by policy SD39 of the SDLP, which requires that redundant buildings that have a negative impact on landscape character are removed.

- 8.10 In summary, it is concluded that the development changes to the agricultural yard, commercial units and access track are acceptable in terms of design and landscape impact.

Impact on Conservation Area

- 8.11 The Iford Conservation Area is located adjacent to the application site and includes a number of listed buildings. This application to convert the Sprayer Shed has been sensitively designed and an appropriate condition can ensure that the external materials and finishes protect the design quality of the building. The flint wall that bounds the site is to be retained. This wall is typical of many others within Iford village and is a further element that assists to tie the proposed office building into the character and setting of the conservation area.

- 8.12 Accordingly, it is considered that the proposed scheme accords with policy SD12 (historic environment) and paragraph 200 of the NPPF. There is a special duty of care when considering applications within the setting of listed buildings and this has been undertaken within the consideration of this application and it is concluded that there will not be harm.

Drainage and Water Environment

- 8.13 The superficial geology beneath this site is River Terrace Deposits and Head deposits and the bedrock is the West Melbury Marly Chalk Formation. The submitted FRA is considered to be acceptable. The Sprayer Shed site is not connected to mains drainage and so the Estate will need to provide another form of foul drainage at the site. This will need an environmental permit and, as the land is wholly within the Estate's control, it is not considered that a planning condition is required as other legislation will control this matter.
- 8.14 It is considered that this proposal is in line with paragraph 170 of the NPPF and policies SD49, SD17 and SD55 of the SDLP with regard to impact of the scheme on the water environment.

Biodiversity, Ecology and Ecosystem Services

- 8.15 Paragraph 175 of the NPPF requires that if significant harm is brought to biodiversity resulting from development that cannot be avoided, mitigated or compensated for, planning permission will be refused. Policy SD09 (Biodiversity and Geodiversity) of the SDLP goes further and requires that biodiversity is enhanced. The application as submitted was supported by a Preliminary Ecological Appraisal. The further enhancements required to biodiversity are considered within the submitted Ecosystem Services Statement.
- 8.16 Part 118 of the NPPF draws attention to the duty to protect the natural environment and to the opportunities for its enhancement. The relevant policy of the SDLP is SD02 (Ecosystem Services). SD02 states that development proposals will be permitted where they have an overall positive impact on the ability of the natural environment to contribute to goods and services. It is considered that the scheme demonstrates direct public goods from land management and provides for the creation of further habitats, including meadow, wetland and reed beds. Other biodiversity benefits include, bird and bat boxes, deadwood habitat piles and flowering plant species.

Impact on Surrounding Residential Amenities

- 8.17 The social aspect of sustainable development requires that decision makers must take account of the impact of proposed development, amongst wider issues, on the amenities of the occupiers of surrounding dwellings. It is not considered that the conversion of the Sprayer Shed will detriment the amenities of the occupiers of the adjacent dwellings.
- 8.18 It is concluded that the proposed scheme will accord with the requirements of policy SD05 in terms of the impact on the surrounding residential amenities and that the scheme is acceptable in planning terms to this regard in so long as appropriate conditions are imposed to control the future use of the units.

Highways, Access and Traffic

- 8.19 The Highway Authority raised initial concerns concerning the information submitted with the application. Following the submission of further information the highway authority are satisfied that the access and level of parking provision are acceptable. The proposal also include electric charging points, compliant with the requirements of the SDLP.
- 8.20 Accordingly, it is considered that subject to appropriate planning conditions, the proposed access arrangements and site layout are acceptable in highway, access and traffic terms and that the scheme is in accordance with the requirements of SDLP policies SD19, (Transport and Accessibility) and SD05 (Design).
- 8.21 The Highways Authority also considered the impact of this application in conjunction with planning applications SDNP/20/05441 and SDNP/20/05439 and raised no object to any of the three subject to suggested conditions being imposed.

Dark night skies

- 8.22 The site is located within the Transition Zone (EIb) and a lighting assessment has been submitted to support the application. Policy SD08 of the SDLP requires that development does not harm the quality of dark night skies of the National Park, for the benefit of people and wildlife. Given the higher relative contrast of lighting in rural areas, it will be important that any bright lights (above 5000 lumens) are mitigated sufficiently. To this regard, it is considered necessary to impose a planning condition to require details of the external and internal lighting to be submitted to and approved by the SDNPA.

9. Conclusion

- 9.1 Given the above, it is considered that the proposal is in accordance with the Development Plan and there are no overriding material considerations to otherwise indicate that permission should not be granted. The scheme supports the future of the farming operation and enhances the visual amenity of the area through the demolition of unsightly redundant buildings. It is therefore recommended that planning permission is granted subject the conditions listed below in order to meet the requirements of SD25, the purpose (1) of the National Park and the Iford WEP.

10. Reason for Recommendation

- 10.1 The application is recommended for approval subject to the following conditions

Timescale

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 (1) of the Town and Country Planning Act 1990 (as amended) and Section 51 of the Planning and Compulsory Purchase Act 2004.

Accordance with Plans

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.

Material details

3. No development shall be carried out above ground floor slab level until a schedule of external materials finishes and samples to be used on the development hereby approved has been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in full accordance with the approved schedule and samples.

Reason: To safeguard the appearance of the building and the character of the area and to enable the Local Planning Authority to properly consider the development.

4. Prior to the commencement of the development hereby permitted detailed information in a design stage sustainable construction report in the form of:
 - a) SBEM Calculations, (Simplified Building Energy Modelling).
 - b) product specifications
 - c) Grown in Britain or FSC certificates;
 - d) sustainable material strategy
 - e) building design details
 - f) layout or landscape plans demonstrating that the dwelling has:
 1. reduced predicted CO2 emissions by at least 10% due to energy efficiency and;
 2. reduced predicted CO2 emissions by a further 10% due to on site renewable energy compared with the maximum allowed by building regulations; and further optional measures relating to:
 - i) water consumption
 - ii) adapting to climate change
 - iii) sustainable materials
 - iv) sustainable waste

Shall be submitted to and approved in writing by the Local Planning Authority. The development shall be built in accordance with these agreed details.

Reason: To ensure development demonstrates a high level of sustainable performance to address mitigation of and adaptation to predicted climate change.

Hours of Use

5. The Office unit hereby permitted shall not be used other than between the hours of:
 - i) 7am to 7pm; Mondays to Fridays
 - ii) 9am to 4pm; Saturdays
 - iii) At no time on; Sundays and bank holiday

Reason: To protect the residential amenities of the locality.

6. The B1a use of building hereby approved, shall be used in accordance with the details approved; and for no other purpose (including any other purpose in Class E; of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by the Town and Country Planning (Use Classes) (Amendment) (England) Order 2020 or in any provision equivalent to that Class in any other statutory instrument revoking and re-enacting that Order).

Reason: To ensure the use of the building does not have a harmful environmental effect and in the interests of amenity.

7. No materials, goods, plant, equipment or any waste materials associated with the commercial use shall be stored externally; (i.e. outside the confines of the building).

Reason: To ensure the use of the building does not have a harmful environmental effect and in the interests of amenity.

Highways and Access

8. The development shall not be occupied until details of the reconstructed access and specification for the construction of the access, which shall include details of drainage, have been submitted to and approved in writing by the Planning Authority and the use hereby permitted shall not be occupied until the construction of the access has been completed in accordance with the agreed specification.

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway

9. Prior to the occupation of the development, details of the parking areas, shall have been submitted to and approved in writing by the Local Planning Authority and the areas shall thereafter be retained for that use and shall not be used other than for the parking of motor vehicles

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway

10. Prior to the occupation of the development, details of the cycle parking areas, shall have been submitted to and approved in writing by the Local Planning Authority and the areas shall thereafter be retained for that use and shall not be used other than for the parking of cycles

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway

Demolition of replaced structures

11. Prior to the occupation of the B1a building hereby permitted, the existing straw barn at Sheepyard Barns and above ground slurry tank at Rise Farm shall be demolished (including the removal of foundations) and all materials arising from such demolition removed from the site.

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

Ecology and Biodiversity

12. Works shall be carried out in full accordance with the ecological mitigation and enhancement measures as set out in the Preliminary Ecological Appraisal report (The Ecology Consultancy, 27/11/2020) as submitted with the planning application.

Reason: To ensure that the measures considered necessary as part of the ecological impact assessment are carried out as specified, and to provide a net gain for biodiversity.

Lighting and Dark Night Skies

13. Prior to development above slab level, a scheme of external lighting to be installed at the site shall be submitted to, and approved in writing by the Local Planning Authority. The lighting shall:

- i) Comply with the guidance set out in the SDNPA's Dark Night Skies Technical Advice Note;
- ii) Be designed to minimise impacts on wildlife
- iii) Internal lighting shall be installed as high as possible so that there is an even spread and that the lights aren't directly visible from the surroundings and greater detail provided of the internal lighting switching

The lighting shall be installed, maintained and operated in full accordance with the approved details.

Reason: In the interests of amenity and to protect the South Downs International Dark Skies Reserve.

Informatives

Locally Sourced Materials

- I. The SDNPA encourages the use of locally sourced materials to support local character and distinctiveness and to reduce the costs both financially and environmentally of transporting materials long distances. The applicant is recommended to undertake a resource mapping exercise for materials, starting within a 5km radius of their site, and then 10km, 25km.

Highways

2. This Authority's requirements associated with this development proposal will need to be secured through a Section 184 Legal Agreement between the applicant and East Sussex County Council. The applicant is requested to contact the Transport Development Control Team (01273 482254) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

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.

TIM SLANEY

Director of Planning

South Downs National Park Authority

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Appendices I. Site Location Map

SDNPA Consultees Legal Services, Development Manager

Background Documents <https://planningpublicaccess.southdowns.gov.uk/online-applications/simpleSearchResults.do?action=firstPage>

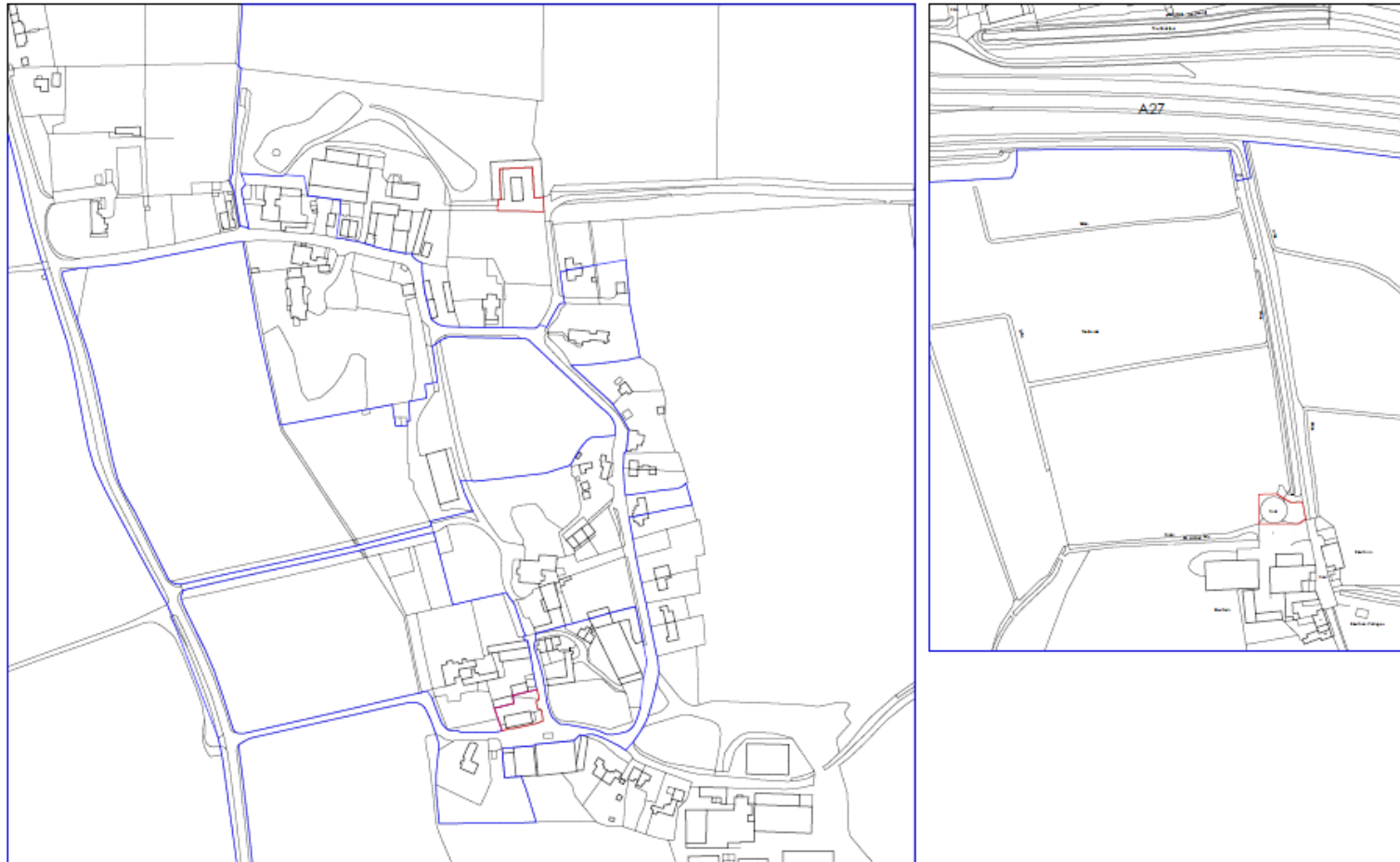
[National Planning Policy Framework \(2019\)](#)

[South Downs Local Plan \(2014-33\)](#)

[South Downs National Park Partnership Management Plan 2014](#)

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

Site Location Map



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Agenda Item 10
Report PC20/21-43

Report to	Planning Committee
Date	15 April 2021
By	Director of Planning
Local Authority	Lewes District Council
Application Number	SDNP/20/05441/FUL
Applicant	Mr B Taylor
Application	1. Demolition of redundant straw barn, 2. Conversion of redundant cattle shed to stabling in connection with existing livery business 3. Extension to existing private stable building
Address	Swanborough Farm, Downlands, Swanborough Drove, Swanborough, BN7 3FD

Recommendation:

That planning permission be granted subject to the conditions set out in paragraph 10.1 of the report.

Executive Summary

The applicant seeks permission to convert a redundant cattle shed to the western boundary of the Swanborough Farm complex in connection with an existing livery business and to demolish a redundant straw barn that sits adjacent to the cattle shed. In addition, the application seeks an extension to a private stabling building used in connection with the adjacent dwelling, Downlands.

This application has been submitted independently but alongside two other applications for development within the Iford Estate; the Proposal section of this report provides further details of these applications.

The main issues relevant to the determination of this application are considered to be:

- Principle of Development and Agricultural Justification
- Landscape and Visual impact
- Impact on Listed Buildings
- Drainage and Water Environment
- Biodiversity, Ecology and Ecosystem Services
- Impact on Surrounding Residential Amenities
- Highways, Access and Traffic
- Dark Night Skies

The report concludes that the scheme will provide an acceptable future use for the cattle barn and that the demolition of the redundant straw barn would enhance the visual amenities from close to and wider views of Swanborough Farm. The identified benefits to the farming operation are supported by the requirements of policy SD40, SD41 and other relevant policies of the South

Downs Local Plan. The proposal is supported by a Whole Estate Plan that sets in context the proposal and provides a framework for delivering related benefits to the locality and the landscape, in line with policy SD25. That said, it is important that this application be considered on its planning merits. To this regard, it is considered that the submitted application has demonstrated accordance with policy SD39 and other relevant policies of the South Downs Local Plan.

The application is placed before Members due to the nature of the application and policy considerations.

1. Site Description

- 1.1 The site is located at Swanborough Farm that lies within the base of the Ouse valley. The site can be viewed from public rights of way (PRoWs) on the steeper slopes of the valley side, and the approach immediately to the north. More distant open views are also available from the top of the downs, along sections of the South Downs Way where it passes to the west of the Swanborough.
- 1.2 Swanborough Farm is located on the eastern side of the main C7 Piddinghoe Road. The site is accessed off an existing access and track from the C7. A second access, Swanborough Drove, serves the majority of the adjacent residential dwellings and some of the existing commercial uses within the farm complex. A public right of way runs through the farm and along the eastern side of the buildings that are subject of this planning application.
- 1.3 The Swanborough site is not located within a conservation area but does sit adjacent to a number of designated heritage assets. These consist of Swanborough Manor, a Grade I listed building, and three grade II listed buildings; The Gazebo, Dower House and Stables.
- 1.4 The red line area of the Swanborough farm site, subject of this application is located to the very western side of the Swanborough Farm complex. It comprises, a cattle shed and directly adjacent to this is a modern straw barn. To the north of the cattle shed is a private stable block associated to the adjacent dwelling, Downlands. To the eastern of Downlands is an existing manège. The red line also includes the access road to the north that adjoins the C7.

2. Relevant Planning History

- 2.1 The following planning history is relevant to the application site:
 - SDNP/20/05349/FUL - Consolidation of farming activities at Iford Farm through the erection of 2No. Cattle Sheds, Straw Barn and Machinery Shed incorporating Fertiliser Store and Welfare Facilities and hardstanding; new farm access from C7 Piddinghoe Road, conversion of redundant building to commercial B8 use and regularisation of established commercial uses in adjacent buildings; and landscaping including woodland planting, surface water attenuation pond and wildlife planting to create biodiversity net gain– Currently under consideration (Item 8 of this committee).
 - SDNP/20/05442/FUL - Demolition of redundant modern straw barn at Sheeppark Barns, Conversion of redundant Sprayer Shed to B1 (a) office use and demolition of redundant above ground slurry tank– Currently under consideration (Item 9 of this committee).

3. Proposal

- 3.1 The applications seeks the conversion of an existing cattle barn to a DIY commercial livery to stable 12 horses. Currently there are 7 horses that are stabled within a barn known as the “Thatched Barn” that sits outside but directly adjacent to the redline of the site. The existing manège is included within the redline, as it is proposed that the lighting will be updated to provide a better standard in both appearance and in terms of reducing light pollution. The application also proposes changes to the existing paddock area to the west of the site, to accommodate the proposed increase in horses. The paddock land lies outside of the redline but within the ownership of the applicant. The changes to the paddocks fall within permitted development rights as they serve only to graze and not house the horses. However, the management of this land can be controlled by a suitable planning condition as it is within the ownership of the applicant.

- 3.2 The application also proposes an extension to a private stable to the north of the cattle shed that are used in association with the adjacent dwelling, Downlands. The number of horses within the private stables is not proposed to be increased from 3 horses.
- 3.3 The final part of the application proposed the demolition of a large modern straw barn that sits directly in front of, (east), of the cattle barn
- 3.4 Alongside the application subject of this report, the applicant has submitted two further applications to seek to provide a better understanding of the future direction of the Estate and to account for the future use/ demolition of redundant buildings. However, each application would constitute a stand-alone planning permission if approved. Both of the planning applications that include demolition of redundant buildings and can be conditioned to require that the building(s) proposed to be demolished is done so prior to any new occupation of buildings within which a change of use is proposed.

4. Consultations

4.1 Iford Parish Meeting: Comments

- The meeting expressed broad/general support for the application, the principal matters of interest or on which further detail was sought in relation to each application are;
- How would those using the livery would be prevented from using the yard area to the south of the bollards for parking and walking through the gap in which bollards are installed to access the livery.

4.2 Conservation Officer: Comments

- The applicant needs to do more work regarding the setting of the listed buildings and needs to assess the impacts of the proposal on the setting of these listed building as per paragraph 189 of the NPPF.
- Officer Comment: These comments have been put to the applicant and no further information has been forthcoming. Case Officer had discussed the matter with the Conservation Officer who has confirmed that, whilst the information is lacking, that they would not be recommending a refusal on heritage impact grounds.

4.3 Environmental Health: No comments

4.4 Local Lead Flood Authority: No comments

4.5 Archaeology: Support

- The proposed works lie on the edge of an Archaeological Notification Area. However, given the modest below ground impacts, the scheme is unlikely to expose significant archaeological features and / or deposits.

4.6 Ecology: No comments.

4.7 Rights of Way: No comment

4.8 Highways: Support

- Following the submission of additional highway information document subject to conditions.

4.9 Landscape: Comments

- The application demonstrates benefits in terms of the buildings on the site. By virtue of its type, the application is able to achieve a number of environmental policies within the Local Plan.
- Condition that a comprehensive and high quality land management plan be produced to cover all aspects of land and equestrian management. It should address the concerns above and mitigate for the potential negative effects of an increased number of horses on this land.

4.10 Planning Policy and Thrive Team: Comments

- The scheme must be assessed against relevant SDLP policies and further information required.
- Officer comment: The merits of the scheme in terms of the SDLP policy requirements have been taken into the balance with the wider benefits associated with the consolidation scheme SDNP/20/05439/FUL. The scheme supports the main application in terms of the conversion and demolition of redundant buildings within the wider farm Estate.

4.11 Whole Estate Plan Team: Comments

- No objection, this proposal is supported by the SDNPA Local Plan (2019) Policies as well as delivering on outcome 10 in the SDNPA Partnership Management Plan (2020) in pursuit of our National Park Purposes and Duty. The development is also supported by the NPPF (2018) Para 83. Evidence collected for the SDNPA Economic Profile (2018) and Economic Profile up-date (2020) Priority 5 also support this proposal: Land based industry, which highlights the dependence of our economy and natural capital on this sector and stresses the need to support our land-based businesses.
- The Iford WEP (2018) states the need to actively pursue the re-purposing, removal and replacement of redundant farm buildings to ensure it successfully re-shapes and re-builds the necessary infrastructure to support the Estate's long-term financial future.

5. Representations

- 5.1 There have been a total of 32 representations, (30 individual representees when including people who submitted more than one response) of the total number of representations 6 were in support of the scheme, 1 was neutral, (1 representative submitted 2 responses), and 5 were objections. These response are summarised as follows;

Support

- The present applications support the Iford and Swanborough Village Plans 2012 and 2015
- Proposals accord with the WEP
- Will have a positive effect on the visual enjoyment of environment, combined with the economic (both corporate and community) contribution
- Noise from farm has been negligible
- Welfare standards maintained for livestock and their support of local wildlife and biodiversity along is high
- Will enhance the visual appearance of the hamlet when seen from the South Downs Way as well as when passing closely by along footpath.
- The expansion of the existing livery business will provide increased opportunity for recreation and enjoyment of the National Park.
- The development is compatible with the National Park - sensible consolidation of a working landscape into the future.
- The relatively small increase in horses (5) will not unduly increase the traffic along the farm track.

Neutral

- Welcome removal of a redundant building from Swanborough and of large agricultural vehicles from Swanborough Drove
- The re-use of the redundant cow byre as stabling improvement visually and of diversified use.
- Support the position of bollards proposed to be installed as shown.
- Does not identify what, if any, additional pasture is to be taken from land in agricultural use to equestrian use.
- The applicant should set out where the manure is to be stored and how it will be

contained until it is removed.

- Farm track (should be divided to allow motorised traffic to be separate to non-motorised traffic.
- The speed limit should drop to 30 mph to cover as a minimum
- The new C7 crossing between the end of the Farm track (near Owlswick) and the Swanborough Drove crossing Swanborough-Kingston footpath - should be converted into a Bridleway
- Condition that all commercial traffic visiting the farm and business units should use the farm track, which should be clearly signposted.
- Condition the use of environmentally sensitive materials for roofing and cladding of new stable buildings. These should be constructed of material that are not obtrusive
- Tree planting to ensure that the view from the South Downs way is conserved.
- Plans attached to the application giving details of where the new paddocks for more horses will be located
- Permanent notices to be erected showing that the footpath to Kingston village is exactly that and not a bridle path.
- Propose that a cycle/walkway be created along the C7 on the wide verge from the crossing southwards to the junction with Swanborough Drove.
- Land to be transferred to the grade I listed building at Swanborough Manor, a S106 condition should be applied
- No external lamp posts or arc lights should be allowed.
- The use of the retained barns must remain solely agricultural

Objection

- The increase in the number of vehicles and horses will create an imbalance with existing traffic, walkers and cyclists.
- Widening of the farm track required to accommodate all traffic
- Signage to ensure all traffic for industrial units, stabling and cyclists and walkers is directed to the farm track
- Maximising usage of the safe crossing constructed under Section 106 for cyclists and walkers at the entrance to Swanborough Farm farm track by the above actions
- Explicit removal of any implied future plans to direct cyclists and walkers along the field boundary to enter Swanborough via the Drove or in future direct a cycle path alongside the C7
- Legal protection required for ditch system/stream

5.2 **Letter of objection from Cycle Lewes.** - This letter has been submitted against the current three planning applications by the Iford Estate currently under consideration. Therefore, for the sake of completeness, that main points raised within the letter have been summarised within all three applications, although it would appear that a number of the points raised relate directly to SDNP/20/05439/FUL.

- Unclear if a previous permission for a Grain Store on the main Iford site has been implemented.
- The need for the development must be considered against the backdrop of the Committee on Climate Change (CCC) and the 2050 Net Zero target
- The revised application represents little difference in terms of the scale to the previously refused application and in addition includes retrospective permission for commercial buildings and one additional conversion.
- The higher built element of the straw barn within the main Iford farm site is closer to views from the Downs where it affects the setting of the adjacent Iford village

conservation area

- Concerns regarding the importation of waste and development within the flood plain in terms of traffic, impact on flood plain and visual amenity.
- The future use of some redundant buildings within the Estate has not been clarified
- Concerns about increased traffic generation including an increase in HGVs. There is no assessment of the impact on Lewes conservation area or cyclists using the C7.
- Impact on cycling route and footpaths - C7 is notoriously dangerous route for cycling; the proposals will deter local cycling at a time when the government and SDNPA are seeking to encourage more cycling and walking.
- Whilst the principle and formation of the Egrets Way is strongly supported by Cycle Lewes, it is considered that the need is a permanent one and should accordingly be accompanied by a permanent commitment underpinned by the relevant Rights of way legislation.

6. Planning Policy Context

- 6.1 Applications must be determined in accordance with the Development Plan unless material considerations indicate otherwise. The relevant statutory development plan is South Downs Local Plan (2014-33). The relevant policies are set out in section 7 below.

National Park Purposes

- 6.2 The two statutory purposes of the SDNP designation are:

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

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

National Planning Policy Framework and Circular 2010

- 6.3 Government policy relating to National Parks is set out in English National Parks and the Broads: UK Government Vision and Circular 2010 and the revised National Planning Policy Framework (NPPF) issued in July 2018 and further amended in February 2019. 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.

Relationship of the Development Plan to the NPPF and Circular 2010

- 6.4 The development plan policies listed below have been assessed against the NPPF and are considered to be compliant with it.

Statutory Requirements

- 6.5 The Planning (Listed Buildings and Conservation Areas) Act 1990 places a series of duties on planning authorities when determining planning applications for planning permission that may affect listed buildings or their setting.
- 6.6 Section 66 (1) states that '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 listed building or its setting or any features of special architectural or historic interest which it possesses'

The South Downs National Park Partnership Management Plan

- 6.7 The South Downs National Park Partnership Management Plan 2020-25 is a material consideration in the determination of the application. The following policies are relevant:

- 1: Conserve and enhance natural beauty and special qualities of the landscape;
- 3: Protect and enhance tranquillity and dark night skies;
- 4: Create more, bigger, better-managed and connected areas of habitat in and around the National Park, which deliver multiple benefits for people and wildlife;
- 5: Conserve and enhance populations of priority species;
- 9: The significance of the historic environment is protected from harm, new discoveries are sought and opportunities to reveal its significance are exploited;
- 10: A diverse, sustainable, dynamic economy which is positively linked to the special qualities of the National Park;
- 12: Support conservation grazing on semi-natural habitats as part of a profitable livestock and mixed farm economy;
- 13: Support the financial viability of farm businesses through appropriate infrastructure and diversification developments, in particular, encouraging those that will support sustainable farming;
- 55: Promote opportunities for diversified economic activity in the National Park, in particular, where it enhances the special qualities.

7. Planning Policy

The South Downs National Park Local Plan (2014-33)

7.1 The following policies of the South Downs Local Plan are relevant:

- SD1: Sustainable Development
- SD2: Ecosystems Services
- SD3 Major Development
- SD4: Landscape Character
- SD5: Design
- SD6: Safeguarding Views
- SD8: Dark Night Skies
- SD9: Biodiversity and Geodiversity
- SD10: International Sites
- SD11: Trees, Woodland and Hedgerows
- SD13: Listed Buildings
- SD17: Protection of the Water Environment
- SD19: Transport and Accessibility
- SD20 Walking, Cycling and Equestrian Routes
- SD21: Public Realm, Highway Design and Public Art
- SD24: Equestrian Uses
- SD25: Development Strategy
- SD39 Agriculture and Forestry
- SD40: Farm and Forestry Diversification
- SD41: Conversion of Redundant Agricultural or Forestry Buildings
- SD48: Climate Change and Sustainable Use of Resources
- SD50: Sustainable Drainage Systems
- SD54: Pollution and Air Quality
- SD55: Contaminated Land

8. Planning Assessment

8.1 The main considerations of the application are:

- a) Principle of Development and Agricultural Justification
- b) Landscape and Visual Impact
- c) Impact on nearby listed buildings
- d) Drainage and Water Environment
- e) Biodiversity, Ecology and Ecosystem Services
- f) Impact on Surrounding Residential Amenities
- g) Highways, Access and Traffic
- h) Dark Night Skies

Principle of Development and Agricultural Justification

8.2 The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development. There are three dimensions to sustainable development: economic, social and environmental.

8.3 The proposal complies with policy SD40 (Farm Diversification) of the South Downs Local Plan (SDLP). This policy supports sustainable development and current proposals seek the conversion of a redundant farm building, providing a long term benefit to the Estates farming business. This application reconfigures an existing DIY livery business at Swanborough Farm by moving it from its constrained existing stabling into the much larger existing cattle shed. This provides capacity to increase the size of the operation with an additional 5 horses able to be accommodated at the site. The application is supported by evidence to demonstrate that there is a need for farm diversification and that appropriate measures have been undertaken to ensure development does not have an adverse impact on the locality. Policy SD25, (Development Strategy), allows for development outside of the settlement boundary when there is an essential need for a countryside location. Supporting mixed farming, recognising the value livestock play in landscape management is part of the general thrust of the Local Plan.

8.4 In support of the economic sustainability of the proposal, an Agricultural Justification Statement has been submitted with to demonstrate the principle of the development and the need. The applicant has reassessed the farm buildings within the Estate and identified those that are surplus to requirements and can be demolished. Included within this application is a modern straw barn that site directly to the front of the cattle shed to be converted. This application has been submitted concurrently with an application detailing the consolidation of agricultural buildings at the main Iford farmyard, SDNP/20/05439/FUL and associated application SDNP/05442/FUL. Both are also brought to the Planning Committee for consideration, so that the overall current proposals for the Estate can be assessed. Albeit, that each of the applications are standalone submissions and would be capable of implementation in isolation should the Planning Committee be minded to approve the applications.

8.5 It is considered that this document meets the requirements of policies, SD24 Equestrian Use SD34: Sustaining the Local Economy, SD39: Agriculture and Forestry, SD40: Farm and Forestry Diversification SD41: Conversion of Redundant Agricultural or Forestry Buildings. The proposals also accord with paragraph 83 of the NPPF in that they support “sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings”.

8.6 It is considered that this proposal is not only acceptable, in principle, as farm related development is concerned, but takes the opportunity to address some of the desirable outcomes of the WEP. WEPs are supported by SDLP policy SD25, which recognises the benefit of looking at Estates in their wider context when considering an individual application. A WEP is therefore a material consideration. The outcomes of the Iford WEP that are specific to this proposal are; principle of farm consolidation and maintenance of diverse farming, increasing the longevity of the enterprise, ability to demonstrate direct

public goods from land management, creation of further habitats, including meadow, wetland and reed beds and the preservation and enhancement of Iford village character.

- 8.7 In summary, it is concluded that there is justification for the proposal.

Landscape and Visual impact

- 8.8 The environmental aspect of sustainable agricultural development requires the consideration of its landscape impact. Policy SD04, (Landscape Character) supports development that is informed by landscape character. Policy SD05, (Design), supports the development that demonstrates landscape-led design approach and respects local character. Proposals should both integrate with, respect and sympathetically complement character and utilise architectural design which is appropriate and sympathetic to its setting.
- 8.9 This application has the potential to improve views closer to and from middle and longer distance views along surrounding PRoVWs located on the higher valley sides. The Landscape and Visual Appraisal submitted to support this proposal finds that, the removal of the prominent rusting barn will result in an immediate beneficial effect on visual amenity. This conclusion is concurred with, but careful design of the building to be converted and the sensitive layout and boundary treatment of the associated paddocks must be achieved if the benefit in the removal if the dilapidated straw barn is not to be lost through poor design quality and conservation led land management. It is considered that this objective can be successfully secured through appropriately worded planning conditions to ensure the proposed scheme conserves and enhances the National Park in line with purpose 1.
- 8.10 The changes to the private stable are minimal in scope and, in so long as materials are appropriate to the setting and secured by planning condition, the proposals will not cause any landscape or visual harm. The manège included within the application redline is existing but the applicant is seeking to improve the lighting columns and this is to be welcomed so that the lighting details can be better in accordance with SDLP policy SD8 (Dark Night Skies).
- 8.11 In summary, it is concluded that the development changes to cattle barn, private stable and manège are acceptable in terms of design and landscape impact.

Impact on nearby listed buildings

- 8.12 The application subject of this report does not lie within a conservation area and is some distance outside of the setting of the adjacent Iford Conservation area. There are 4 listed buildings within the Swanborough Manor settling that lies adjacent to the commercial and farm buildings that form the Swanborough Farm site. The Swanborough Manor buildings are identified within the submitted site plan within a green line. The wider farm site overall is important to the setting of the Manor and the Heritage Statement submitted with this application concluded that; as the changes proposed within the current application are to the western side of the farmyard they are considered to be less important since this part of the site is separated from the Manor by the large modern farm buildings. This report concurs with that conclusion. Furthermore, the removal of the straw barn would be beneficial as, “by virtue of its scale, does have a negative impact on the setting of the Manor.....since there is a high degree of indivisibility, and the building features strongly in views of the Manor from surrounding vantage points – not least from viewpoints on the South Downs Way”.
- 8.13 Accordingly, it is considered that the proposed scheme accords with policy SD12 (historic environment) and paragraph 200 of the NPPF. There is a special duty of care when considering applications within the setting of listed buildings and this has been undertaken within the consideration of this application and it is concluded that there will not be harm

Drainage and Water Environment

- 8.14 The superficial geology beneath this site is River Terrace Deposits and Head deposits and the bedrock is the West Melbury Marly Chalk Formation. The submitted FRA is considered to be acceptable. The water environment can be managed through a suitably worded condition for a Conservation-based Management Plan that would require the applicant to manage land to support good water quality.

- 8.15 It is considered that this proposal in line with paragraph 170 of the NPPF and policies SD49, SD17 and SD55 of the SDLP with regard to impact of the scheme on the water environment.

Biodiversity, Ecology and Ecosystem Services

- 8.16 Paragraph 175 of the NPPF requires that if significant harm is brought to biodiversity resulting from development that cannot be avoided, mitigated or compensated for, planning permission will be refused. Policy SD09 (Biodiversity and Geodiversity) of the SDLP goes further and requires that biodiversity is enhanced. The application as submitted was supported by a Preliminary Ecological Appraisal. The further enhancements required to biodiversity are considered within the submitted Ecosystem Services Statement.
- 8.17 Part 118 of the NPPF draws attention to the duty to protect the natural environment and to the opportunities for its enhancement. The relevant policy of the SDLP is SD02 (Ecosystem Services). SD02 states that development proposals will be permitted where they have an overall positive impact on the ability of the natural environment to contribute to goods and services. It is considered that the scheme demonstrates direct public goods from land management and provides for the creation of further habitats. Furthermore, a condition requiring the applicant to submit a Conservation-based Management Plan would ensure that the application is able to achieve a number of environmental policies within the Local Plan.

Impact on Surrounding Residential Amenities

- 8.18 The social aspect of sustainable development requires that decision makers must take account of the impact of proposed development, amongst wider issues, on the amenities of the occupiers of surrounding dwellings. It is not considered that the conversion of the cattle shed and the increase in the number of horses within the livery will detriment the amenities of the occupiers of the adjacent dwellings.
- 8.19 It is concluded that the proposed scheme will accord with the requirements of policy SD05 in terms of the impact on the surrounding residential amenities and that the scheme is acceptable in planning terms to this regard in so long as appropriate conditions are imposed to control the future use of the units.

Highways, Access and Traffic

- 8.20 The Highway Authority raised initial concerns concerning the information submitted with the application. They considered that there was insufficient information to conclude that the scheme would not have an adverse impact on highway safety in terms of access and parking provision. An additional transport assessment was submitted by the applicant that improved the access off the C7, provided better configuration of parking spaces and removed speed bumps along the access track. There has been a level of support locally for the proposed introduction of bollards to prevent a circular route for traffic through the access road for the farm and through Swanborough Drove, this matter should be conditioned such that the bollards remain in place.
- 8.21 Concerns have also been raised with regard to the impact of the PRoW that runs adjacent to the straw barn to be removed. However, it is considered that the proposal provides a betterment to users of this PRoW in that the unsightly straw shed will be removed, thus opening up the space around the footpaths. Furthermore, the appearance of the cattle shed will also be improved. It is not considered that either the location of the proposed parking or the increase in numbers of horses at the livery will cause conflict to uses of the footpath. No concerns have been raised by the Highway consultee on highway safety grounds to this regard.
- 8.22 Representations were made with regard to the footpaths surrounding the site. Particularly those along the C7 and it has been asserted that this application should be associated with a S106 to require the improvement of these paths. It is not considered that this application is of a scale to justify the imposition of such a requirement as it is not directly related or required to make the proposal acceptable in planning terms.
- 8.23 Accordingly, it is considered that subject to appropriate planning conditions, the proposed access arrangements and site layout are acceptable in highway, access and traffic terms and

that the scheme is in accordance with the requirements of SDLP policies SD19, (Transport and Accessibility) and SD05 (Design).

- 8.24 The Highways Authority also considered the impact of this application in conjunction with planning applications SDNP/20/05442 and SDNP/20/05439 and raised no object to any of the three subject to suggested conditions being imposed.

Dark night skies

- 8.25 The site is located within the Transition Zone (EIb) and a lighting assessment has been submitted to support the application. Policy SD08 of the SDLP requires that development does not harm the quality of dark night skies of the National Park, for the benefit of people and wildlife. Given the higher relative contrast of lighting in rural areas, it will be important that any bright lights (above 5000 lumens) are mitigated sufficiently. To this regard, it is considered necessary to impose a planning condition to require details of the external and internal lighting to be submitted to and approved by the SDNPA.

9. Conclusion

- 9.1 Given the above, it is considered that the proposal is in accordance with the Development Plan and there are no overriding material considerations to otherwise indicate that permission should not be granted. The scheme supports the future of the farming operation and enhances the visual amenity of the area through the demolition of an unsightly redundant building. It is therefore recommended that planning permission is granted subject the conditions listed below in order to meet the requirements, SD25 and the purpose (1) of the National Park and of the Iford WEP.

10. Reason for Recommendation

- 10.1 The application is recommended for approval subject to the following conditions

Timescale

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 (1) of the Town and Country Planning Act 1990 (as amended) and Section 51 of the Planning and Compulsory Purchase Act 2004.

Accordance with Plans

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.

Material details

3. No development shall be carried out above ground floor slab level until a schedule of external materials finishes and samples to be used on the development hereby approved has been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in full accordance with the approved schedule and samples.
Reason: To safeguard the appearance of the building and the character of the area and to enable the Local Planning Authority to properly consider the development.

Landscaping

4. Prior to the Stable building hereby permitted being brought into use, an Equestrian Land Management Plan shall be submitted to and approved in writing by the Local Planning Authority. All such works as may be approved shall then be fully implemented in accordance with the approved development. The scheme shall include details of:
- i) equine health/needs,
 - ii) conservation objectives,
 - iii) restoring field boundaries where appropriate,

- iv) enhancing features that contribute to landscape character (e.g. field pattern), and;
- v) managing land to support good water quality.

Reason: To ensure satisfactory equestrian land management in the interests of the amenity of the landscape character of the area.

5. All soft landscaping shall be carried out in the first planting and seeding season following the bringing into use of the proposed farm buildings, or the completion of the development, whichever is the sooner. All shrub and tree planting shall be maintained free from weeds and shall be protected from damage by vermin and stock. Any trees or plants, 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 the Local Planning Authority.

Reason: To achieve an appropriate landscaping scheme to integrate the development into the landscape.

Highways and Access

6. Prior to the development being brought into use, bollards shall have been installed in accordance with plan 2006_1020 Rev C and shall thereafter be retained in place.

Reason: In the interests of highway safety and neighbouring amenity

7. No development shall take place until details of the layout of the new and the specification for the construction of the access which shall include details of drainage have been submitted to and approved in writing by the Planning Authority and the use hereby permitted shall not commence until the construction of the access has been completed in accordance with the agreed details.

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway

8. No part of the development shall be first occupied until visibility splays of 2.4 metres by 160 metres have been provided to the South and 2.4 metres by 140 metres have been provided to the North of the existing vehicular access onto the C7 in accordance with the submitted Transport Report received 17 March 2021. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 600mm.

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway

9. Prior to the occupation of the development hereby approved, details of a warning sign for road users and cyclists shall have been submitted to and approved in writing by the Local Planning Authority. Thereafter the sign shall be maintained in full accordance with the approved details.

Reason: To ensure the safety of persons and vehicles proceeding along the highway.

10. Prior to the occupation of the development, details of the parking areas, shall have been submitted to and approved in writing by the Local Planning Authority and the areas shall thereafter be retained for that use and shall not be used other than for the parking of motor vehicles

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway

11. The proposed parking spaces shall measure at least 2.5m by 5m (add an extra 50cm where spaces abut walls).

Reason: To provide adequate space for the parking of vehicles and to ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway

12. The development shall not be occupied until cycle parking areas have been provided in accordance with details which have been submitted to and approved in writing by the

Planning Authority and the areas shall thereafter be retained for that use and shall not be used other than for the parking of cycles

Reason: In order that the development site is accessible by non-car modes and to meet the objectives of sustainable development

13. The development shall not be occupied until a turning space for vehicles has been provided and constructed in accordance with the details which shall have been submitted to and approved in writing by the Planning Authority and the turning space shall thereafter be retained for that use and shall not be used for any other purpose;

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway

14. Public Footpath Iford 4 should remain unobstructed during and on completion of the development

Reason: To ensure the safety of persons proceeding along the public footpath

15. Before commencement of development, details of a passing place shall be submitted to and approved in writing by the Planning Authority and the works completed prior to occupation of development. Thereafter the passing place shall be maintained in full accordance with the approved details.

Reason: In the interests of highway safety

16. No development shall take place, including any ground works or works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to in full throughout the entire construction period. The Plan shall provide details as appropriate but not be restricted to the following matters,

- i) the anticipated number, frequency and types of vehicles used during construction,
- ii) the method of access and egress and routeing of vehicles during construction,
- iii) the parking of vehicles by site operatives and visitors,
- iv) the loading and unloading of plant, materials and waste,
- v) the storage of plant and materials used in construction of the development,
- vi) the erection and maintenance of security hoarding,
- vii) the provision and utilisation of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- viii) details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

Demolition of replaced structures

17. Prior to the occupation of the stable building hereby permitted, the existing straw barn building shall be demolished (including the removal of foundations) and all materials arising from such demolition removed from the site.

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

Ecology and Biodiversity

18. Works shall be carried out in full accordance with the ecological mitigation and enhancement measures as set out in the Preliminary Ecological Appraisal report (The Ecology Consultancy, 27/11/2020) as submitted with the planning application.

Reason: To ensure that the measures considered necessary as part of the ecological impact assessment are carried out as specified, and to provide a net gain for biodiversity.

Lighting and Dark Night Skies

19. Prior to development above slab level, a scheme of external lighting to be installed at the site shall be submitted to, and approved in writing by the Local Planning Authority. The lighting shall:

- i) Comply with the guidance set out in the SDNPA's Dark Night Skies Technical Advice Note;
- ii) Be designed to minimise impacts on wildlife
- iii) Internal lighting shall be installed as high as possible so that there is an even spread and that the lights aren't directly visible from the surroundings and greater detail provided of the internal lighting switching

The lighting shall be installed, maintained and operated in full accordance with the approved details.

Reason: In the interests of amenity and to protect the South Downs International Dark Skies Reserve.

Informatives

Locally Sourced Materials

1. The SDNPA encourages the use of locally sourced materials to support local character and distinctiveness, and to reduce the costs both financially and environmentally of transporting materials long distances. The applicant is recommended to undertake a resource mapping exercise for materials, starting within a 5km radius of their site, and then 10km, 25km.

Highways

2. The applicant will be required to enter into a license/agreement with East Sussex County Council, as Highway Authority, for the off-site highway works. This includes the reconstruction of the existing access. The applicant is requested to contact the Transport Development Control Team (01273 482254) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.
3. The applicant is advised of the requirement to enter into discussions with and obtain the necessary licenses from the Highway Authority to cover any temporary construction related works that will obstruct or affect the normal operation of the public highway prior to any works commencing. These temporary works may include, the placing of skips or other materials within the highway, the temporary closure of on-street parking bays, the imposition of temporary parking restrictions requiring a Temporary Traffic Regulation Order, the erection of hoarding or scaffolding within the limits of the highway, the provision of cranes over-sailing the highway. The applicant should contact the Transport Development Control Team (01273 482254).

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.

TIM SLANEY

Director of Planning

South Downs National Park Authority

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Appendices I. Site Location Map

SDNPA Consultees Legal Services, Development Manager

Background Documents <https://planningpublicaccess.southdowns.gov.uk/online-applications/simpleSearchResults.do?action=firstPage>

[National Planning Policy Framework \(2019\)](#)

[South Downs Local Plan \(2014-33\)](#)

[South Downs National Park Partnership Management Plan 2014](#)

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

Site Location Map

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Agenda Item 11
Report PC20/21-44

Report to	Planning Committee
Date	15 April 2021
By	Director of Planning
Title of Report	Viticulture Technical Advice Note
Purpose of Report	To seek approval of the Viticulture Technical Advice Note

The Committee is recommended to

- 1) Approve the draft Viticulture Technical Advice Note set out in Appendix I for publication**
- 2) Delegate authority to the Director of Planning , in consultation with the Chair of the Planning Committee , to make any amendments to the Viticulture Technical Advice Note required to address any issues raised by the Committee.**

I. Summary

- I.1 The growing of grapes for wine, known as viticulture, and the processing of grapes to make wine is expanding rapidly in the National Park as it is in many other parts of the United Kingdom. The purposes of the Technical Advice Note (TAN) set out in **Appendix I** is to explain how to make successful planning applications for new viticulture, wine making and other related development that deliver multiple benefits for the National Park. The TAN is primarily written for existing and prospective vineyard owners, estate managers, planning agents, Members and planning case officers both at the National Park Authority and host authorities, and consultees on planning applications. It is the first planning document of this type to be published on viticulture that we are aware of.
- I.2 The TAN is one of a suite of documents that is currently being prepared by the Authority on viticulture. The impact of viticulture growth has been assessed in the South Downs National Park Viticulture Growth Impact Assessment¹ commissioned by the National Park Authority and recently completed by Vinescapes. We have started work on best practice guidance on environmental measures, which will provide further information on how to improve ecosystem services. We are also intending to carry out some natural capital accounting on viticulture.
- I.3 This document is one of several TANs and supplementary planning documents (SPD) that are being prepared to help with the implementation of the South Downs Local Plan. We have already adopted the Affordable Housing and Sustainable Construction SPDs and published the Extensions and Replacement Dwellings TAN, Habitat Regulations Assessment TAN and Dark Skies TAN. A number of other SPDs and TANs are in the pipeline.

¹ <https://www.southdowns.gov.uk/planning-policy/supplementary-planning-documents/technical-advice-notes-tans/viticulture-technical-advice-note-tan/>

2. Background

- 2.1 Viticulture and wine making is expanding rapidly in the South Downs. The impact of this growth has been assessed in the South Downs National Park Viticulture Growth Impact Assessment commissioned by the National Park Authority and recently completed by Vinescapes. We have also published useful six page summary and infographic on our website.
- 2.2 The study identifies some important facts and figures. There are currently 51 vineyards, of which 11 include wineries, covering 436 ha of land in the National Park. These vineyards and wineries employ 358 people including seasonal labour, attract approximately 33,000 visitors a year and contribute directly approximately £24.5 million to the local economy; this contribution increases to £54 million if impacts on the wider economy are included. The scale of cool climate viticulture in the South Downs has the potential to increase dramatically with the study identifying 39,700ha of land in the National Park (34.2% of existing farmland) as being suitable for viticulture. If just one-tenth of this land (3,970 ha) were to be converted for growing grapes, this would represent an area larger than the current UK viticulture sector (3,500 ha in 2019) and more than 22 million bottles of wine could be produced annually.
- 2.3 The TAN is primarily a planning document, but there is other legislation and regulations relating to viticulture and winemaking such as tax and duties that vineyard owners and managers should be mindful of. If it approved by Planning Committee it will become a material consideration that will be taken into account by decision makers at the Authority and the host authorities when determining planning applications for new viticulture, wine making and other related development.

3. Legal and policy context

- 3.1 The TAN sets out the legal background for viticulture, which is a form of agriculture. It explains when an environmental impact assessment (EIA) may be needed and how a winery is an ancillary use if it only processes grapes grown on the associated vineyard. The TAN explains the legal context of development in a national park with the purposes and duty. It then highlights the relevant outcomes and priorities of the Partnership Management Plan.
- 3.2 Ecosystem services are the goods and services we get from nature. Multiple ecosystem services can be derived from viticulture. The Vinescape study considers this in considerable detail and we have included a diagram for illustrative purposes in the TAN; this is currently being truth tested by local experts in the field and may be subject to change.
- 3.3 The TAN then goes through the main Local Plan policies that are relevant to viticulture and winemaking. As viticulture is a type of agriculture, it is particularly important to explain the relevant criteria of the agriculture and forestry policies

4. Going forward

- 4.1 If Planning Committee approve the TAN it will be published on our website and will be a material consideration that will be taken into account by decision makers at the Authority and the host authorities when determining planning applications for new viticulture, wine making and other related development.
- 4.2 We will formally publish the TAN and the Growth Impact Assessment during English Wine Week² in June.

5. Other Implications

Implication	Yes*/No
Will further decisions be required by another committee/full authority?	No

² <https://www.winegb.co.uk/trade/english-wine-week-2021/>

Does the proposal raise any Resource implications?	The TAN was produced in house with a small contract for the ecosystem services diagram
Has due regard been taken of the South Downs National Park Authority's equality duty as contained within the Equality Act 2010?	Yes, due regard has been taken of the equality duty in the preparation of the TAN. This document follows on from and seeks to implement the South Downs Local Plan for which a full equalities impact assessment was carried out.
Are there any Human Rights implications arising from the proposal?	None
Are there any Crime & Disorder implications arising from the proposal?	None
Are there any Health & Safety implications arising from the proposal?	None
Are there any Sustainability implications based on the 5 principles set out in the SDNPA Sustainability Strategy:	The TAN seeks to implement the South Downs Local Plan for which a full sustainability appraisal was carried out.

6. Risks Associated with the Proposed Decision

Risk	Likelihood	Impact	Mitigation
Don't publish TAN	Low	Low	Explain to Members the function of the TAN to help implement the policies of the Local Plan in regard to viticulture applications

TIM SLANEY

Director of Planning

South Downs National Park Authority

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Appendices	I. Draft Viticulture Technical Advice Note
SDNPA Consultees	Legal Services; Chief Finance Officer; Monitoring Officer; Director of Planning
External Consultees	Vinescapes, Wine GB and Rathfinny Vineyard on ecosystem services diagram
Background Documents	<p>South Downs National Park Viticulture Growth Impact Assessment, six page summary document and infographic can be viewed here:</p> <p>https://www.southdowns.gov.uk/planning-policy/supplementary-planning-documents/technical-advice-notes-tans/viticulture-technical-advice-note-tan/</p> <p>South Downs Local Plan:</p> <p>https://www.southdowns.gov.uk/wp-content/uploads/2019/07/SD_LocalPlan_2019_17Wb.pdf</p>

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South Downs Local Plan

Viticulture Technical Advice Note



April 2021

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Image courtesy of Ridgeview Estate Winery Ltd, 2021

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Introduction

The growing of grapes for wine, known as viticulture, and the processing of grapes to make wine is expanding rapidly in the South Downs National Park (SDNP) as it is in many other parts of the United Kingdom. The impact of this growth has been assessed in the *South Downs National Park Viticulture Growth Impact Assessment* commissioned by the National Park Authority and recently completed by Vinescapes¹. This study identifies some important facts and figures. There are currently 51 vineyards, of which 11 include wineries, covering 436 ha of land in the SDNP. These vineyards and wineries employ 358 people including seasonal labour, attract approximately 33,000 visitors a year and contribute directly approximately £24.5 million to the local economy; this contribution increases to £54 million if impacts on the wider economy are included. The scale of cool climate viticulture in the SDNP has the potential to increase dramatically with the study identifying 39,700ha of land in SDNP (34.2% of existing farmland) as being suitable for viticulture. If just one-tenth of this land (3,970 ha) were to be converted for growing grapes, this would represent an area larger than the current UK viticulture sector (3,500 ha in 2019²) and more than 22 million bottles of wine could be produced annually.

The Growth Impact Assessment is a major step forward in our understanding of local viticulture, and this Technical Advice Note (TAN) seeks to address and provide advice on the main planning matters. The purpose of the TAN is to explain how to make successful planning applications for new viticulture, wine making and other related development that deliver multiple benefits for the National Park. The TAN is primarily written for existing and prospective vineyard owners, estate managers, planning agents, Members and planning case officers both at the South Downs National Park Authority (SDNPA) and local authorities providing planning services through hosted arrangements³, and consultees on planning applications.

The key issues that this TAN seeks to address are:

- How viticulture relates to the purposes and duty of the National Park and delivers on Partnership Management Plan 2020-2025 outcomes
- What you can do without planning permission in the National Park
- What you need planning permission for in the National Park
- How to deliver multiple ecosystem services for the National Park in the context of a planning application
- How to comply with Local Plan policies

This TAN is primarily a planning document, but there is of course other legislation and regulations relating to viticulture and winemaking such as tax and duties. Advice should be sought on these matters from the relevant authorities.

This TAN was approved by the Planning Committee of the SDNPA on 15 April 2021. It is a material consideration that will be taken into account by decision makers at the Authority and the host authorities when determining planning applications for new viticulture, wine making and other related development.

¹ South Downs National Park Viticulture Growth Impact Assessment, Vinescapes, 2021
<https://www.southdowns.gov.uk/planning-policy/supplementary-planning-documents/technical-advice-notes-tans/>

² WineGB. (2019). An industry coming of age. Accessed online <https://www.winegb.co.uk/wp-content/uploads/2019/09/2019-Industry-coming-of-age-WineGB-industry-report-2019.pdf>

³ Winchester District Council, East Hampshire District Council, Chichester District Council, Horsham District Council and Lewes District Council

Viticulture in a national park

The South Downs was established as a National Park in 2010. The South Downs National Park Authority (SDNPA) became the local planning authority for the National Park in 2011. The National Park contains over 1,600km² of England's most iconic lowland landscapes stretching from Winchester in the west to Eastbourne in the east.

The statutory purposes and duty for all national parks including the South Downs are specified in the National Parks and Access to Countryside Act 1949, as amended by the Environment Act 1995. It should be noted that the socio-economic duty applies only to the National Park Authority. The purposes and duty are illustrated in figure 1, which shows how they are all interlinked. The DEFRA Vision and Circular on English National Parks and the Broads⁴ provides guidance to national park authorities on how *through the harnessing of the economy to environmental ends, tangible economic benefits can be delivered through the statutory purposes whilst at the same time enhancing those purposes.*

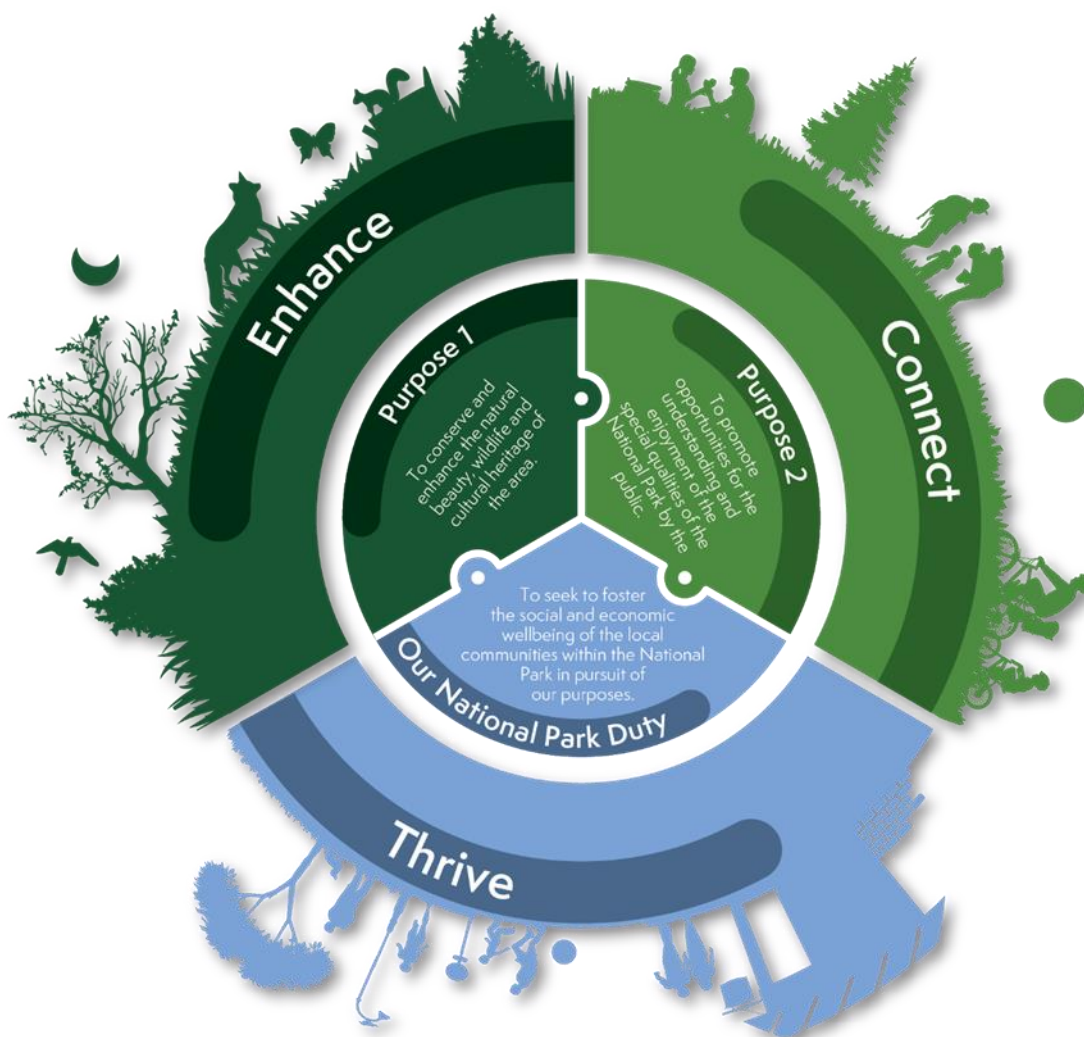


Figure 1: Purposes and duty of national parks

The special qualities are set out in the Partnership Management Plan (PMP) and the Local Plan and are illustrated in Figure 2. One of the special qualities of the South Downs is that it is an

⁴ <https://www.gov.uk/government/publications/english-national-parks-and-the-broads-uk-government-vision-and-circular-2010>

environment shaped by centuries of farming and embracing new enterprise. Viticulture is a form of both farming and new enterprise. We recognise that the South Downs is not a wilderness, but rather that it is made up of living working landscapes with our communities forming a fundamental part of their character. The Vision and Circular states that national park authorities should give sufficient weight to socio-economic interests in order to fulfil their duties appropriately to sustain thriving local communities.

New viticulture, wine making and other related development undoubtedly impact, both negatively and positively, on a number of the National Park's special qualities. The Authority does not wish to see viticulture causing an adverse impact on the National Park's diverse, inspirational landscapes and breathtaking views, its tranquil and unspoilt places, its rich variety of wildlife and habitats and rich cultural heritage. Indeed, we wish to see the conservation and enhancement of these special qualities in line with our first purpose. This marries up with the philosophy of winemaking where for centuries, vineyards and wine producers have drawn on landscape character, soils and a sense of place or terroir to impart or explain the difference and uniqueness of their wines. The vineyards in the SDNP have their own chalky terroir making sparkling wines of international repute.

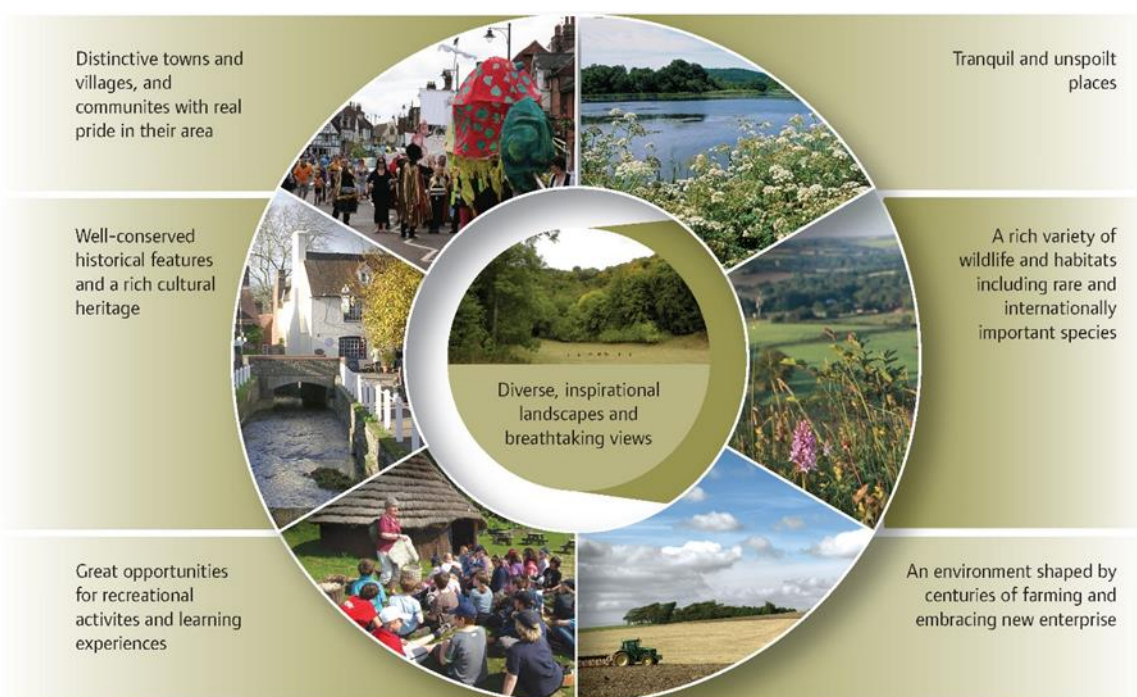


Figure 2: Special qualities of the South Downs National Park

The Partnership Management Plan 2020-2025 (PMP)⁵ sets out an overarching strategy for the management of the National Park. It contains a number of outcomes and priorities for what our partners across the National Park together will deliver over the next five years. The outcomes and priorities most relevant to new viticulture, wine making and other related development are set out below.

Outcome 1: Landscape & Natural Beauty

⁵ https://www.southdowns.gov.uk/wp-content/uploads/2020/04/SD_PMP_2019_F_22-FINAL.pdf

The landscape character of the South Downs, its special qualities, natural beauty and local distinctiveness have been conserved and enhanced by avoiding or mitigating the negative impacts of development and cumulative change. For this outcome our priorities for the next five years are:

- Protect landscape character
- Create green infrastructure

Outcome 2: Increasing Resilience

There is increased resilience within the landscape for its natural resources, habitats and species to adapt to the impacts of climate change and other pressures. For this outcome our priorities for the next five years are:

- Improve soil and water
- Improve trees and woodland

Outcome 3: Habitats and Species

A thriving and connected network of habitats and increased population and distribution of priority species now exist in the National Park. For this outcome our priorities for the next five years are:

- Join up habitats
- Manage priority and invasive species

Outcome 8: Creating Custodians

More responsibility and action is taken by visitors, communities and businesses to conserve and enhance the special qualities and use resources more wisely. Existing and prospective vineyard owners and estate managers have their role to play as custodians of their land within the National Park.

Outcome 10: Great Places to Work

A diverse, sustainable, dynamic economy which is positively linked to the special qualities of the National Park. For this outcome our priorities for the next five years are:

- Strengthen enterprise
- Increase destination awareness
- Promote Sustainable Tourism

The *South Downs National Park Viticulture Growth Impact Assessment* explains in some detail the potential adverse impacts and positive benefits of viticulture development on both the biodiversity and landscape of the National Park. Chapter 10 of the study explains the environmental impact of vine growing and wine making. Chapter 11 sets out a series of photomontages that illustrate the landscape and visual impacts of viticulture and wine production in the National Park. Chapter 15 lists mitigants, opportunities and recommendations. Through the planning application process, the National Park Authority wishes to avoid and/or minimise adverse impacts and maximise positive benefits on the South Downs.

Legal background

Viticulture is defined as agriculture under Section 336 of the Town and Country Planning Act 1990 ("the Act") as follows:

"Agriculture" includes horticulture, fruit growing, seed growing, dairy farming, the breeding and keeping of livestock (including any creature kept for the production of food, wool, skins or fur, or for the purpose of its use in the farming of land), the use of land as grazing land, meadow land, osier land, market gardens and nursery grounds, and the use of land for woodlands where that use is ancillary to the farming of land for other agricultural purposes, and "agricultural" shall be construed accordingly;

Development is defined under Section 55(1) of the Act as follows:

"Development," means the carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material change in the use of any buildings or other land.

If land is currently in agricultural use, planning permission is not required to cultivate the land, plant grapes, grow grapes or install trellising as it is not defined as development.

If land has been uncultivated for the last 15 years, is in a semi-natural area (this includes priority habitats, heritage or archaeological features, and protected landscapes) or has not been intensively farmed, such as unimproved grassland or lowland heath, and is typically 2 ha or more then the applicant is required to apply to Natural England for an environmental impact assessment (EIA) screening decision. This would be required prior to any activity taking place on the land. Guidance has been published by the Government on when you need to apply for an EIA screening or consent decision to change rural land use⁶ and further more detailed advice is published directly by Natural England⁷. Natural England provides advice directly to applicants on this matter.

In planning law, conducting an activity which is incidental or ancillary to a primary purpose does not change the fundamental character of use of the land. It has been established through case law⁸ that it is the primary purpose, which determines the character of the use.

In planning, the making and selling of wine from grapes grown on the premises (associated vineyard), including tours and tastings, are classified as 'ancillary agricultural activities' where the growing of grapes is the primary use. This was established in the Supreme Court with the Millington case⁹. Therefore, winemaking is classified as an agricultural activity if the winery only processes their own grapes. Where wineries process grapes on behalf of other growers, the site takes on more commercial use characteristics and different impacts may be considered to fall outside the scope of an agricultural use. Associated vineyard shops and other ancillary businesses on-site are just that, ancillary.

If the intention is to process the grapes from outside the land holding, then the Authority will determine as a matter of fact and degree whether the wine making is the primary use or an ancillary process. Each case will be considered on its individual merits and full details will need to be submitted as part of the application so that the Authority can fully consider the circumstances of the holding. We would encourage applicants to be open and transparent with us and provide best estimates of how much of their own grapes and other vineyards' grapes they intend to process. The

⁶ <https://www.gov.uk/guidance/eia-agriculture-regulations-apply-to-make-changes-to-rural-land>

⁷ <http://publications.naturalengland.org.uk/publication/4038539?category=49001>

⁸ Brazil (Concrete) Limited v. Amersham DC (1967) 18 P. & C.R. 396

⁹ <https://swarb.co.uk/millington-v-secretary-of-state-for-environment-transport-and-regions-v-shrewsbury-and-attham-borough-council-ca-25-jun-1999/>

extent to which wine from outside the holding is bottled or stored on site may also be a factor in the Authority's assessment of the primary use. Information can be kept confidential on request.

The application process

Do I need planning permission?

It was explained in the previous section of this document that if land is currently in agricultural use, planning permission is not required to cultivate the land, plant grapes, grow grapes or install trellising as it is not defined as development. Furthermore, planning permission is not required for winemaking that only processes grapes grown on site. However, it is likely that planning permission will be required for wineries that process grapes on behalf of other growers as established in the Millington case. A winery is classified as B2 general industrial in the Use Class Order. Planning permission will also be required for retail outlets, tasting rooms, overnight accommodation and other related development.

It is always advisable to seek advice from us at the earliest opportunity and we offer a free advice service to answer queries about whether planning permission is required or not. More information is available on our website¹⁰.

Permitted development and prior notification

Permitted Development (PD) rights refer to work that can be carried out without the need for planning permission. Information on what constitutes PD can be found on the Planning Portal website¹¹

It is the applicant's responsibility to check that a development can be undertaken under PD rights. It should be noted that PD rights are different in national parks to elsewhere in the country, for example, Class Q provisions in the General Permitted Development Order (GPDO) do not apply in national parks or AONBs. It is always a good idea to check and if in doubt fill out and submit a *Do I Need Planning Permission?* form¹², which is downloadable from our website.

If your development is considered to be permitted development, you may still need to notify us of the proposals so that we can determine whether they require prior approval. This process is called prior notification. In cases of agricultural development including viticulture, a prior notification application requires the submission of an application form, fee and location plans. Further details are available on our website¹³.

The Authority has published *A Farmer's Guide to Agricultural Permitted Development Rights in the South Downs National Park*¹⁴, which is relevant to viticulture as a form of agriculture. The guide explains the GPDO's key requirements and procedures before undertaking any proposed agricultural development. It also highlights where potential pitfalls and difficulties might be for development proposals.

¹⁰ <https://www.southdowns.gov.uk/planning-applications/do-i-need-planning-permission/>

¹¹ https://www.planningportal.co.uk/info/200187/your_responsibilities/37/planning_permission/2

¹² <https://www.southdowns.gov.uk/planning-applications/do-i-need-planning-permission/>

¹³ <https://www.southdowns.gov.uk/planning-applications/apply/local-validation-list/>

¹⁴ https://www.southdowns.gov.uk/wp-content/uploads/2018/09/SD_Farmers_Guide2019_V2.pdf

Pre application advice

Once it has been confirmed that planning permission is required, we would always advise seeking pre-application advice. We offer a paid pre-app service and again further information is available on our website¹⁵.

Pre-application advice provides an opportunity for a vineyard owner/agent to receive a professional opinion from the local planning authority on a potential application. We can give more well informed advice when we are told about emerging development proposals in the context of both immediate and longer term plans. We will always suggest how an application can add value to the National Park.

There are a number of related issues that need to be addressed early and considered iteratively throughout the development process. These include ecosystem services, landscape-led design, biodiversity net gain and sustainable construction. The policy requirements for these issues are discussed in detail later on in this document.

Environmental Impact Assessment (EIA)

EIAs were mentioned under the Legal Background section of this TAN in relation to screening by Natural England for EIA (Agricultural) development that does not require planning permission. An EIA (Planning) may be required to be submitted as part of a planning application and all applications are routinely screened as part of the validation process. A proposal is more likely to require additional environmental assessment if it involves intensive agricultural practices, is on a large scale, and/or if the development is likely to have a significant impact on the environment. You can request a planning screening opinion from us as the local planning authority in writing, and we are happy to provide advice on the matter.

Planning application

The best way to submit a planning application in the National Park is online through the Planning Portal website¹⁶. Applications will be automatically forwarded to the correct authority. The planning portal website has both interactive forms that can be completed online and forms that can be printed and posted in. The SDNPA website provides information on all aspects of making an application including how applications are decided and how long it will take to decide an application¹⁷.

It is important that you send in all the necessary supporting information with your application. Both the national¹⁸ and local¹⁹ requirements are on our website. Our local validation list sets out what scaled plans of existing and proposed development plus supporting reports are required to support different scales and types of development. The level of detail for the supporting documents should be proportionate to the scale of the development.

Community Infrastructure Levy and Section 106 legal agreements

¹⁵ <https://www.southdowns.gov.uk/planning-applications/advice/>

¹⁶ <https://www.planningportal.co.uk/applications>

¹⁷ <https://www.southdowns.gov.uk/planning-applications/apply/>

¹⁸ <https://www.gov.uk/guidance/making-an-application#Validation-requirements-for-planning-permission>

¹⁹ <https://www.southdowns.gov.uk/planning-applications/apply/local-validation-list/>

The SDNPA is a Community Infrastructure Levy (CIL) charging authority and further information on CIL is available on our website²⁰. Within the National Park, you may need to pay the levy if you are undertaking development, which creates new residential or retail floor space with a net retail selling space of over 280 m2. New viticulture, wine making and other related development that is not residential or large format retail is not currently liable to CIL.

'Residential' includes all development within Use Class C3 of the Town and Country Planning (Use Classes) Order (as amended). It includes agricultural workers' dwellings that could be tied to the vineyard and holiday lets for overnight stays at the vineyard. These uses are considered 'normal' homes for the purposes of calculating CIL and any restrictive occupancy conditions do not provide exemption from CIL liability. However, they may be exempt from CIL liability if they are self-built or converted from an existing building.

A Section 106 legal agreement may be required to secure site specific measures, such as a new access road, to make the development acceptable. This may include the payment of a developer contribution.

²⁰ <https://www.southdowns.gov.uk/community-infrastructure-levy/guidance-forms/>

South Downs Local Plan

The South Downs Local Plan (SDLP) is the statutory development plan for the South Downs National Park along with minerals and waste plans and made neighbourhood development plans. The planning system in this country is plan-led and statute states that decisions on planning applications must be taken in accordance with the development plan unless material considerations indicate otherwise.

The SDLP seeks to deliver multiple ecosystem services and is landscape led. This section of the TAN explains how a planning application for new viticulture, wine making and other related development can achieve both of these outcomes. It then sets out an analysis of the main Local Plan policies that are relevant to such developments. Applicants should check our website to see if there is an emerging or made neighbourhood development plan for the parish in which the vineyard is located. A number of parish councils in the National Park have prepared village design statements, which have then been adopted as supplementary planning documents (SPD) by the Authority. Applicants should also check our website to see if there is an emerging or made village design statement for the parish in which the vineyard is located.

Ecosystem services and natural capital

Ecosystem services are the goods and services we get from nature. Natural capital is the stock of natural resources from which ecosystem services flow. For example, 78 per cent of the National Park is classed as highly productive aquifers that provide drinking water for 1.2 million people living within and around the National Park; in this example, the aquifer is the natural capital and the clean drinking water is the ecosystem service. The range of ecosystem services provided in the South Downs can be divided into supporting, provisioning, regulating and cultural services; these are illustrated in figure 3.

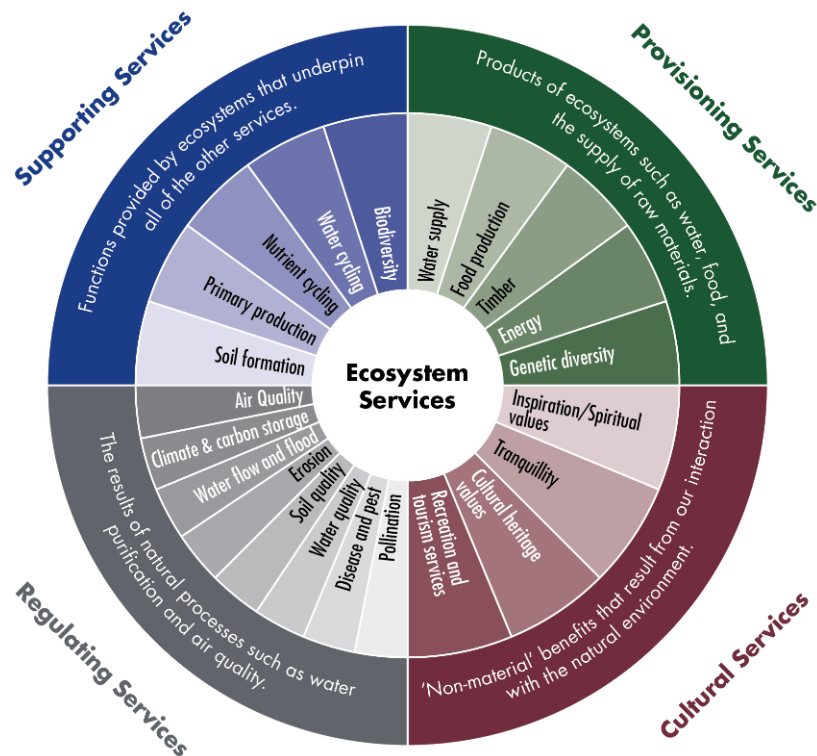


Figure 3: Ecosystem Services

All planning applications in the National Park, including those for viticulture and wine making, have to comply with Core Policy SD2: Ecosystem Services. This requires development proposals to have an overall positive impact on the ability of the natural environment to contribute goods and services. This needs to be evidenced by an Ecosystem Services Statement to be submitted as part of the application. The preparation of the statement should be proportionate to the impact and so a proposed new winery, tasting rooms and retail outlet would require a much more comprehensive and ambitious Ecosystem Services Statement than a small side extension to an existing winery. Use should be made of the EcoServ GIS maps²¹, and other evidence available on our website such as the Habitat Connectivity Study²² and the Strategic Flood Risk Assessment²³. A separate technical advice note²⁴ has been produced by the National Park Authority, which provide checklists and further guidance to help applicants meet the requirements of Policy SD2.

Figure 4 identifies and illustrates some measures that can be taken to improve ecosystem services in a proposal for new viticulture, wine making and other related development. It should be noted that this diagram is for illustrative purposes and is neither to scale or technically accurate. Some of these measures, such as reduced spraying and increased cover crops to manage pests, relate to the long term management of the site. The Vinescape study notes that nutrient cycling and soil quality benefits and risks are very much dependant on practices employed in vineyard management and the importance of environmental stewardship. A Landscape Ecological Management Plan (LEMP) should be prepared to support large scale viticulture developments and they will in turn inform the preparation of the Ecosystem Services Statement.

Only around 15 to 20 per cent of British vineyard land is covered by vines, leaving 80 to 85 per cent of the vineyard available for biodiversity improvements such as ground cover of grasses and flowering plants in the inter-row vineyard alleys and headlands. It is essential that you think about ecosystem services, early on and throughout the development process. This is all part of adding value through the development process. The Authority has started work on best practice guidance on environmental measures, which will provide further information on how to improve ecosystem services.

Chapter 12 of the *South Downs National Park Viticulture Growth Impact Assessment* addresses ecosystem services and natural capital in the National Park in regard to viticulture. Tables 18 and 19 of the study illustrate at a high level the broad range of ecosystem services that vineyards and wine production can offer. In the cases of biodiversity, recreation and tourism, and climate and carbon storage, vineyards can offer a higher degree of ecosystem services than either of the dominant land use types they replace. With regards to tranquillity, vineyards are likely to deliver less ecosystem service benefits as they require more intensive management. It is the intention of the Authority to produce a natural capital account for the National Park specific to viticulture.

²¹ <https://www.southdowns.gov.uk/planning-policy/supplementary-planning-documents/technical-advice-notes-tans/>

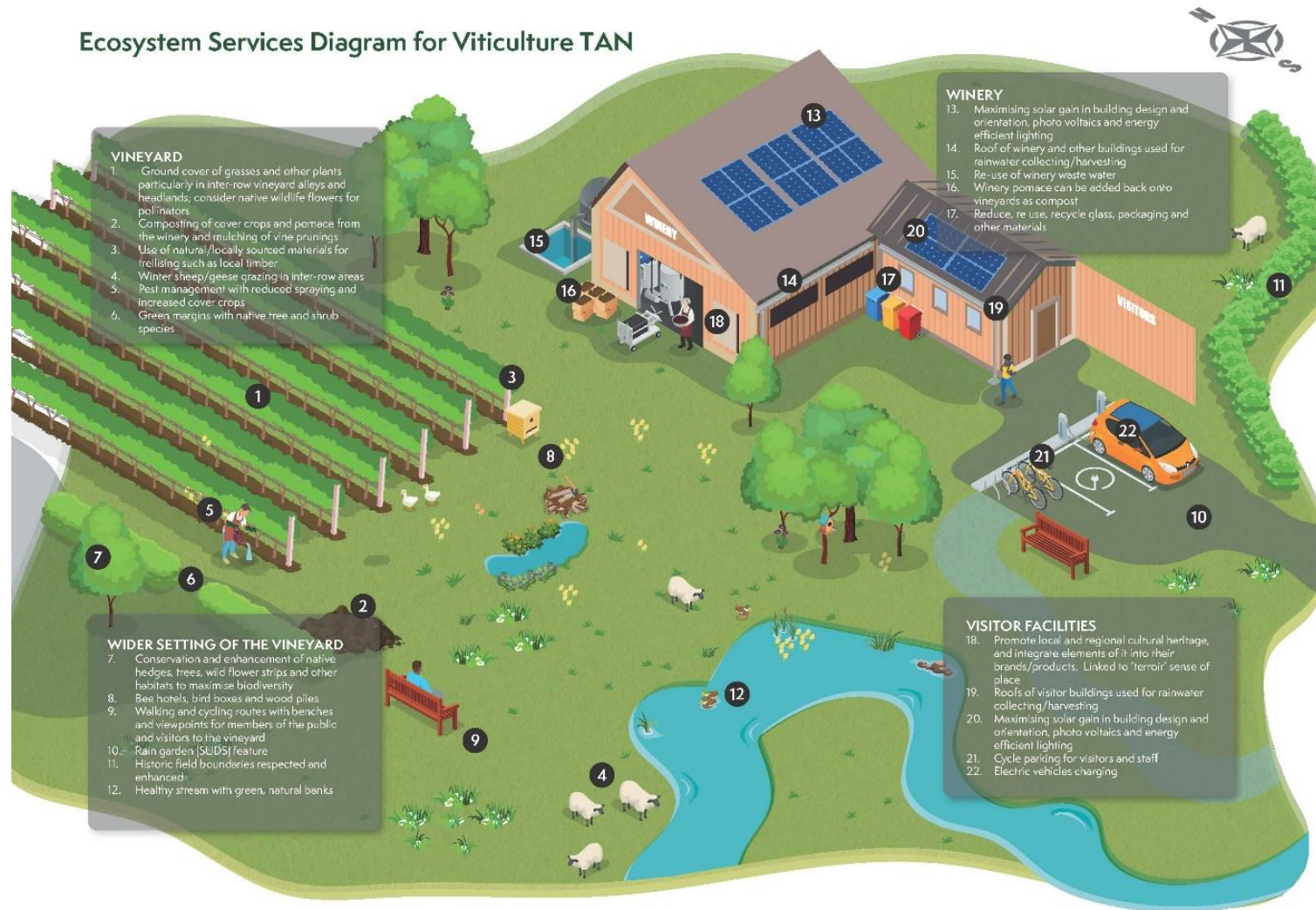
²² <https://www.southdowns.gov.uk/wp-content/uploads/2018/04/TLL-14-Habitat-Connectivity-and-Habitat-Opportunity-Mapping-Main-Report.pdf>

²³ <https://www.southdowns.gov.uk/planning-policy/south-downs-local-plan/local-plan-evidence-base/evidence-and-supporting-documents/level-1-update-and-level-2-strategic-flood-risk-assessment/>

²⁴ <https://www.southdowns.gov.uk/planning-policy/supplementary-planning-documents/technical-advice-notes-tans/>

Figure 4: Jill's vineyard diagram

Please note that the measures shown on the diagrams are for illustrative purposes only and are simply indicative of measures that could be used to enhance ecosystem services. It does not form a comprehensive or exhaustive list of ecosystem services measures for viticulture and associated developments.

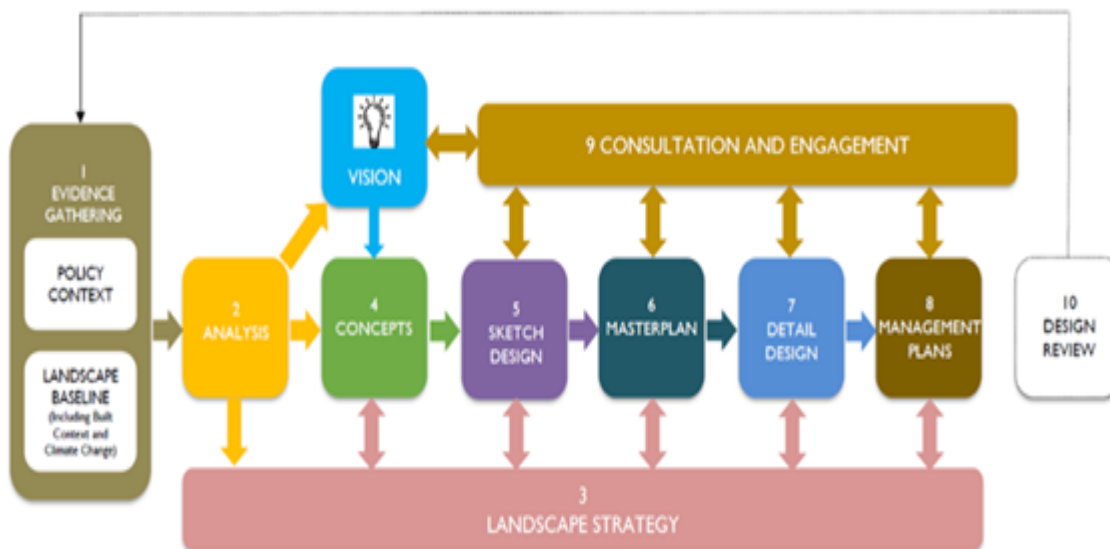


Landscape-led design

The SDLP requires all development proposals to take a landscape led approach to design that makes a positive contribution to the overall character and appearance of the area. This is explained in figure 5. The landscape led approach requires the front loading and analysis of evidence in order to directly influence design choices. Gathering and accurately interpreting this evidence will be the foundation for the rest of the scheme. It is the analysis of the evidence producing an understanding of the site's landscape character, with its sensitivities opportunities and constraints, which leads to the most appropriate design responses. This in turn should lead to the best way of conserving and enhancing the beauty, wildlife and cultural heritage of the National Park. The better the evidence and communication of it, the better the scheme. It will also enable specialists working on the proposal to work together to achieve the vision for the site.

Most of the winemaking process takes place within a winery and winery buildings range from simple agri-sheds to converted listed buildings. Applications for new wineries and associated buildings should seek to accommodate the operational needs of the winery through good contextual design. After the grapes are delivered to the winery at harvest time, there is a year-long production process that includes numerous steps, for example, settling, racking, tank transfers, inoculation, fermentation, analysis, filtering, fining, blending and bottling. The winery needs to accommodate the equipment for all these steps, for example, hoppers and conveyor systems to load the presses. The wine needs to be stored and aged after it has been made and for sparkling wines, this can take several years before it is finally disgorged and finished. This process requires temperature-controlled, secure and bonded storage facilities that may be within part of the winery or stand as a separate building or buildings. The space required for ageing facilities can be significant compared with that required for the actual winery.

Figure 5: The process for developing a landscape-led design



Ancillary facilities such as tasting rooms, restaurants, offices and overnight accommodation are by definition less utilitarian in nature than wineries. All of the proposed building should be considered holistically rather than in individual silos as part of a diversification plan, which is discussed in further detail under Policy SD40: Farm and Forestry Diversification.

Policy analysis of the South Downs Local Plan

The park-wide policies of the Local Plan follow the headings of the PMP as follows:

- A Thriving Living Landscape
- People Connected to Places
- Towards a Sustainable Future

The following policy analysis follows the same structure. However, it must be remembered that all Local Plan policies should be viewed together and not in isolation in the preparation and consideration of planning applications.

A Thriving Living Landscape

Strategic Policy SD4 of the Local Plan deals with landscape character and requires development proposals to conserve and enhance the landscape character of the National Park. Proposals should be accompanied by a Landscape Appraisal, which should be proportionate to the size and likely impacts of the scheme. Landscape Appraisals should be carried out in accordance with the *Guidelines for Landscape and Visual Impact Assessment 3rd Edition* (Landscape Institute & IEMA, 2013) and successor documents. If the proposals require a full Environmental Impact Assessment (EIA) then a Landscape and Visual Impact Assessment (LVIA) undertaken by a Chartered Landscape Architect will be required. Most applications will be likely to require a bespoke Landscape Appraisal.

Strategic Policy SD5: Design states that development proposals will only be permitted where they adopt a landscape led approach and respect the local character, through sensitive and high quality design that makes a positive contribution to the overall character and appearance of the area. A Design Supplementary Planning Document (SPD) is being prepared by the Authority.

Diverse, inspirational landscapes and breathtaking views is one of the special qualities of the National Park, and Policy SD6 safeguards views. In conjunction with taking a landscape led approach to design reference should be made to the South Downs Integrated Landscape Character Assessment²⁵ and the View Characterisation & Analysis Study²⁶.

Tranquil and unspoilt places is another of the special qualities of the National Park, and Policy SD7 deals with relative tranquillity. Reference should be made to the Policies Map to see if the development site is in an area of high, intermediate or poor tranquillity. Tranquility is much more than a lack of noise. The Local Plan states that tranquility is a state of calm, quietude and is associated with a feeling of peace. Consideration should be given to any noisy machinery in the winery and significant lorry movements particularly at harvest times on narrow rural roads. Noise assessments are required in line with Policy SDS54: Pollution and Air Quality. Reducing and mitigating noise has the dual purpose of conserving relative tranquillity and protecting neighbour amenity if the winery is located close to residential properties.

The whole of the National Park is designated as an International Dark Sky Reserve. Policy SD8 seeks to ensure that development does not harm the quality of dark night skies, and particular care should be taken to minimise external lighting and glazing. More information is provided in a Technical Advice Note²⁷.

²⁵<https://www.southdowns.gov.uk/landscape-design-conservation/south-downs-landscape-character-assessment/>

²⁶ <https://www.southdowns.gov.uk/wp-content/uploads/2015/10/Viewshed-Study-Report.pdf>

²⁷<https://www.southdowns.gov.uk/planning-policy/supplementary-planning-documents/technical-advice-notes-tans/>

It is important for development proposals to conserve and enhance the biodiversity of the National Park in line with its first purpose. Policy SD9 deals with biodiversity and geodiversity and criterion I(c) requires development proposals to identify and incorporate opportunities for net gains in biodiversity. Work is underway on an SPD on the subject that will provide further details on how development proposals can provide at least 10 per cent net gain on site. It is strongly recommended that applicants make use of the Defra Biodiversity Metric 2.0²⁸ or any subsequent updates as this provides a way of measuring and accounting for biodiversity losses and gains resulting from development or land management change. The metric takes a habitat based approach to determine a proxy biodiversity value. Habitat creation, enhancement and restoration to achieve net gain should follow the landscape-led approach and must be appropriate for the landscape and ecological network context of the site. It is important to note that other biodiversity requirements, policy and best practice still apply, including following the mitigation hierarchy and supporting habitat connectivity, and biodiversity net gain is in addition to existing requirements for mitigation for protected species and designated sites. An example of habitat restoration in the South Downs would be the transformation of a derelict chalk grassland dominated by scrub and coarse grasses to a continuous area of chalk grassland with isolated woody species and an abundance of fine-leaved grasses.

Water is needed both to grow grapes and to make wine. Policy SD17 deals with the protection of the water environment and criterion 3 requires development proposals to incorporate measures that eliminate risk of pollution to groundwater, surface water and watercourse corridor features. Reference should also be made to Policy SD50 on sustainable drainage systems (SuDS), which requires there to be no net increase in surface water run-off taking into account climate change. SuDS can also support green infrastructure objectives delivering multiple benefits by providing additional habitats.

People Connected to Places

Many of our vineyards offer visitors opportunities to tour the vineyard taste the wine and dine in a beautiful setting. Further facilities range from boutique hotels to gift shops. A survey carried out for the *South Downs National Park Viticulture Growth Impact Assessment* found that wine related tourism brings more than 33,000 visitors per annum to the vineyards and wineries in the National Park that are open to the public, providing a significant economic contribution to the local economy. The average spend per visitor in the SDNP was £62, on wine purchases, tours, tastings and meals.

Some vineyards have become wedding venues offering a bucolic setting for the wedding ceremony itself, reception and overnight accommodation for guests. It may be that planning permission is not required for the use of land for weddings under the 28-day rule, but please note that this rule only applies outdoors and does not apply to buildings. You will undoubtedly require a licence or other authorisation from the local council as the licensing authority. You will need to think about the capacity of your venue, the need for marquees and practicalities such as catering. Any planning application will need to address issues of noise and relative tranquillity.

Strategic Policy SD23 of the Local Plan deals with sustainable tourism. Wine related tourism accords with criterion I(a) of the Policy as it provides opportunities for visitors to increase their awareness, understanding and enjoyment of the National Park's special qualities particularly 'an environment shaped by centuries of farming and embracing new enterprise.' A development proposal that sought to explain the chalky terroir of the South Downs to visitors would be welcomed providing that it complied with other relevant policies.

²⁸ <http://publications.naturalengland.org.uk/publication/5850908674228224>

Criterion 1(b) of the Policy is about reducing the need to travel. It is recognised that vineyards are by definition located in the countryside where public transport is limited. Development proposals should consider sustainable transport and provide opportunities for accessing the vineyards by wine tours, public transport and walking/cycling, or linking up with other local visitor attractions to provide a bespoke rural transport solution,

Criteria 1(d) and (e) deal with ancillary facilities such as shops and cafes. Such facilities should be bespoke to the vineyard they serve and should not compete with village and town centres, which are at the heart of our communities. It is recommended that the shops and cafes stock local produce and products such as locally farmed meat or artwork, which will both supplement the bespoke wine offer and help to support local supply chains.

Criterion 3 of the Policy states that the Authority supports a year-round visitor economy and we welcome the fact that wine tourism can support the visitor economy out of season.

The *South Downs Visitor Review*²⁹ found that there was a shortage of all types of accommodation in the National Park. New overnight accommodation that was of a high quality design would help to meet this need. The accommodation could range from boutique hotels to glamping; reference can be made to the Camping and Glamping Technical Advice Note³⁰.

Transport and accessibility needs to be taken into account in the development of viticulture, wine making and other related development. This is an important issue both in regards to agricultural and visitor vehicles with movements reaching a peak at harvest time as grapes are transported from the vineyards where they are grown to the wineries to be processed. Increased traffic movements particularly of HGVs along narrow country lanes often give rise to concerns from local residents. Policy SD19: Transport and Accessibility requires documentation such as a transport assessment for a development proposal that generates significant amounts of traffic movement. The National Park covers land under four different local highway authorities³¹ and reference should be made to their relevant guidance and thresholds whilst having strong regard to the environmental sensitivity of the National Park. Policy SD21: Public Realm, Highway Design and Public Art requires development proposals to follow the principles set out in the document *Roads in the South Downs*³².

Parking should be provided in accordance with Policy SD22: Parking Provision and the draft Parking SPD³³. Both car and cycle parking should be provided along with electric vehicle and cycle charging points. The use of hardstanding should be minimised.

Towards a Sustainable Future

Development proposals for new viticulture, wine making and other related development are likely to be located outside of settlement boundaries. Therefore, it is necessary for the application to meet

²⁹ <https://www.southdowns.gov.uk/wp-content/uploads/2015/02/Visitor-Accommodation-Review-Report.pdf>

³⁰ <https://www.southdowns.gov.uk/planning-policy/supplementary-planning-documents/technical-advice-notes-tans/>

³¹ Hampshire County Council, West Sussex County Council, East Sussex County Council and Brighton & Hove City Council.

³² <https://www.southdowns.gov.uk/wp-content/uploads/2015/09/Roads-in-the-South-Downs.pdf>

³³ <https://www.southdowns.gov.uk/planning-policy/supplementary-planning-documents/>

one of the exception tests set in criterion 2 of Policy SD25: Development Strategy. Particular attention should be given to criterion 2(b) and the essential need for countryside location.

Vineyard owners and managers may be interested in producing a Whole Estate Plan (WEP). These non-statutory documents enable collaboration between individual estates and the National Park Authority in order to achieve the ambitions of the organisation and the purposes of the National Park. It is generally expected that WEPs will be land holdings in excess of 400 acres, with multiple diverse activities, and employing or having residents in excess of 30 people. Criterion 3 of Policy SD25: Development Strategy states that positive regard will be given to development proposals that are part of a WEP that has been endorsed by the Authority. Further details on preparing a WEP are available on our website³⁴.

As discussed previously, viticulture is a form of agriculture and so the agricultural policies of the Local Plan are relevant to development of viticulture, wine making and other related development are discussed below. These policies require the submission of a number of pieces of evidences most notably a diversification plan. Documents that the applicant consider commercially sensitive can be kept confidential by the Authority on request.

Policy SD39: Agriculture and Forestry deals with new agricultural buildings. Criterion 1(a) requires there to be a need for the development and evidence needs to be to be provided of yield and the tonnage of grapes to be processed; this evidence could be taken from an existing business plan or other financial documents. As stated above, applications for new wineries and associated buildings should seek to accommodate the operational needs of the winery through good contextual design.

Criterion 1(b) is about choosing the best site for the development. Wherever possible this should be within the existing farmstead rather than the wider land holding and should re-use or build on the footprint of an existing building. Sometimes a vineyard owner will own several sites both inside and outside the National Park. In these cases, evidence should be provided on why the new winery or other building needs to be located inside the National Park. Paragraph 7.186 requires a thorough analysis of reasonable alternative sites and advice should be sought on this matter at the earliest opportunity from the Authority.

Existing and proposed buildings should be considered holistically rather than individually. There are often buildings on a farm that are redundant and have a negative impact on landscape character, and criterion 1 (f) states that they should be removed where appropriate. This provides an opportunity to add value to your planning application.

Sometimes vineyard extensions require new or improved access tracks. Criterion 2 deals with this matter and the opening up of these tracks as permissive footpath is encouraged by the Authority.

Wine needs to be aged before it can be released to market and the aging process requires temperature-controlled, secure and bonded storage facilities that may be within part of the winery or stand as a separate building or buildings. The space required for ageing facilities can be significant compared with that required for the actual winery. Unlike some traditional Champagne 'cellars', thousands of metres of underground chalk tunnels for this purpose do not exist in the UK. Therefore, a wine cellar may form part of the development proposal for a new or extended winery. If this is the case, then careful consideration should be given groundwater sensitivities and to the extracted spoil and resulting levels. Full details should be set out in a construction management plan.

Diversification in viticulture ranges from the provision of a small shop selling wine and associated products to a winery serving several vineyards to a boutique hotel and art gallery. Policy SD40 deals

³⁴ <https://www.southdowns.gov.uk/planning-policy/whole-estate-plans/producing-a-whole-estate-plan/>

with farm diversification and requires the submission of a diversification plan. This requires the applicant to think holistically about their landholding and the businesses that are run from it. Evidence for the diversification plan could be taken from an existing business plan or other financial documents such as loan applications. Advice on the scale and scope of the diversification plan should be sought at the earliest opportunity from the Authority.

Criterion 1(a)(ii) deals with the subsidiary nature of the diversification and seeks to ensure that diversification activities supplement rather than replace core agricultural values in terms of physical scale or environmental impact. This does not mean that the income from the diversified business needs to be less than the income from the core agricultural business. The purpose of this policy criterion is to prevent the development of a large hotel or an out of town shopping centre on a vineyard. It would not prevent the development of a small boutique hotel or retail outlet selling local wine and cheese to complement the core business of the vineyard.

Policy SD41 deals with the conversion of redundant agricultural buildings. As previously stated, the conversion of existing rather than new build is preferred on farmsteads. Criterion 1(g) sets out a cascade of appropriate viable uses and employment is the second highest on the cascade after housing for essential workers or succession housing. Some information would be required on why the building is not required for essential workers or succession housing.

Policy SD32 deals with new agricultural workers' dwellings. A planning application to provide a new home for a vineyard worker would need to demonstrate that the nature and demand of the work concerned make it essential for one or more people engaged in viticulture to live at, or very close to, the vineyard. The occupancy of the dwelling by a vineyard worker would be secured either by condition or through a legal agreement. The Authority understands that work on a vineyard continues all year round with training and pruning the vines, soil care, foliage treatment and thinning, but the main work comes from harvesting the grapes. Any applications for temporary dwellings would have to comply with criterion 4 of the Policy.

Viticulture and winemaking make a notable contribution to the local economy. Policy SD34 is about sustaining the local economy and names farming as a key sector of the National Park's economy. An application would benefit from meeting as many of the criteria in Policy SD34 as possible particularly criteria 1 (b) on green businesses linked to ecosystem services and 1(c) on rural supply chains. Making wine in a winery from grapes that are not grown on site is classed as B2 general industrial and the relevant Local Plan policy is SD35: Employment Land.

Many vineyards have a small shop selling bottles of wine. Policy SD38 deals with shops outside centres. Criterion 3 deals with farm shops and requires at least 40 per cent of the goods sold to be own produce or local.

Mitigating against and adapting to climate change is an international and national priority. The replacement of arable or livestock farming with viticulture is a form of adaptation to climate change. Chapter 15 of the Vinescapes study identifies a number of ways that vineyards and wineries can mitigate against and adapt to climate change, for example, by using the winery and other related buildings for rainwater collection/harvesting from roofs, which, if treated, can be used in wine production and spray operations. Heating, cooling and ventilation are the greatest sources of energy consumption in English wineries, and there are significant opportunities here for energy efficiency improvements. Internal environments can be designed with efficient mechanical systems and responsive localised controls, using strategies such as efficient mechanical ventilation and heat recovery systems which reclaim energy from expelled air to preheat fresh air for heated areas, use of variable speed fans and pumps which adapt to the required output, and high efficiency air source heat pumps to heat large occupied spaces. If cellars are going to be excavated and used to store wine thought should be given to ground sourced temperature control.

Policy SD48 relates to climate change and requires commercial major development to achieve Building Research Establishment Environmental Assessment Method (BREEAM) Excellent. Further guidance on sustainable construction is set out in our Sustainable Construction SPD³⁵. Opportunities should also be explored for small scale renewable energy such as solar power, wind power and geothermal energy in line with Policy SD51: Renewable Energy.

³⁵ <https://www.southdowns.gov.uk/planning-policy/supplementary-planning-documents/technical-advice-notes-tans/>

Looking forward

Viticulture and winemaking is expanding rapidly in the South Downs.

This technical advice note has explained the legal and planning context for viticulture development in the National Park and highlighted the most relevant policies in the South Downs Local Plan.

If you are considering a viticulture development do get in touch to find out if you need planning permission and if you do please use our pre-app service.

We encourage you to devise development proposals that take a landscape-led approach to design and deliver multiple ecosystem services.

Glossary

Ancillary: A subsidiary or secondary use or operation closely associated with the main use of a building or piece of land.

Cool climate viticulture denotes vine growing regions that have cooler temperatures during the summer and the potential to frost or freeze during the winter. The viticulture in these cool climate regions must be strategically planned to promote heat conservation, control of soil moisture and wind/water flow.

Environmental Impact Assessment (EIA): A procedure to be followed for certain types of project to ensure that decisions are made in full knowledge of any likely significant effects on the environment. There are specific regulations for different types of development, including agricultural operations and planning applications.

Farm Diversification: How farmers can add business activities to traditional farming, namely growing food crops and conventional livestock keeping, to develop new sources of income.

Fermentation is a winemaking process that uses yeast to convert the sugars in grape juice to alcohol. In the winemaking process, fermentation starts during crushing and can last until after bottling. It is a necessary process in winemaking, in order to make the wine alcoholic.

General industrial B2 use class: An employment use defined by the Use Classes Order for the carrying on of an industrial process (excluding incineration purposes, chemical treatment, landfill or hazardous waste).

General Permitted Development Order (GPDO): A set of regulations made by the Government which grants planning permission for specified limited or minor forms of development including operational development and changes of use.

Landscape: an area perceived by people whose character is the result of the action and interaction of natural and/or human factors (European Landscape Convention definition).

Landscape and Ecological Management Plan (LEMP) provides instructions and processes for the management and operations of a site. The instructions in this site-specific document are provided to ensure the protection and enhancement of the ecology and biodiversity on, and around a development site.

Pomace is the solid remains of grapes or other fruit after pressing for juice. It contains the skins, pulp, seeds, and stems of the fruit and can be added back to the vineyard as compost.

Section 106 Agreement: A legal agreement under section 106 of the 1990 Town & Country Planning Act. Section 106 agreements are legal agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain extra works related to a development are undertaken.

Supplementary Planning Document: Documents which add further detail to the policies in the Local Plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.

Terroir is a French term used to describe sense of place and the environmental factors that affect a crop's phenotype, including unique environment contexts, farming practices and a crop's specific growth habitat.

Use classes order: The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories. Planning permission is not needed for changes of use within the same use class.

Viticulture is the growing of grapes, or the science or study of growing grapes.

Winery: a place where wine is made from grapes. A winery will employ a winemaker who produces wines from grapes either grown on the property or purchased from an outside vineyard. Producing wine requires several steps, which include the fermenting of the grapes themselves, along with the aging and blending of the juice.

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Agenda Item 12
Report PC20/21-45

Report to	Planning Committee
Date	15 April 2021
By	Director of Planning
Title of Report	Adoption of the Guidance on Parking for Residential and Non-Residential Development Supplementary Planning Document (SPD)
Purpose of Report	To present the revised Guidance on Parking for Residential and Non-Residential Development SPD for adoption

The Committee is recommended to:

- 1) Note the content of the Consultation Statement (Appendix 1 of this report)**
- 2) Adopt the Guidance on Parking for Residential and Non-Residential Development SPD (Appendix 2 of this report) including Parking Calculator (Appendix 3 of this report).**

I. Summary

- I.1 The South Downs Local Plan (SDLP) adopted in July 2019 includes Development Management Policy SD22: Parking Provision. This Policy permits development that provides an appropriate level of cycle and vehicle parking in accordance with the relevant adopted parking standards for the locality. The Guidance on Parking for Residential and Non-Residential Development Supplementary Planning Document (SPD), referred to hereafter as the “Parking SPD”, provides parking standards for the South Downs National Park (SDNP). The Parking SPD aims to assist the implementation of the Local Plan as one of a number of SPDs and technical advice notes.
- I.2 The purpose of the Parking SPD is to give clear direction to all those involved in the planning decision making process regarding the provision of cycle and vehicle parking for new residential and non-residential development in the SDNP. On adoption, the Parking SPD along with some locally specific Neighbourhood Development Plan policies replaces all previous standards provided by the local Highways authorities in the SDNP.
- I.3 Public consultation took place in September to November 2020 on the draft SPD. The Consultation Statement, forming **Appendix 1** of this report, summarises and responds to the representations received. Changes made to the draft SPD in response to the representations, are set out in the Consultation Statement. The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) legally require local planning authorities, prior to adopting a SPD, to publish the Consultation Statement and revised SPD for comment for a minimum four week period. This second consultation took place from 4 February to 18 March 2021, a six-week period. **Appendix 1** also summarises and responds to further representations received during this second consultation. A revised Parking SPD and its parking calculator form **Appendix 2 and 3 respectively** of this report. Appendix 4 contains the Determination Statement for the Strategic Environmental Assessment and the Habitats Regulations Assessment.

2. Background

- 2.1 The Parking SPD responds to the landscape led approach of the SDLP, to provide detail on the implementation of policy SD22: Parking Provision. The Parking SPD has two overarching principles: landscape led and sustainable location.
- 2.2 For residential development, the two principles will be applied in conjunction with the parking calculator to determine parking provision.
- 2.3 The parking calculator uses information on expected levels of car ownership to give an output for the number of spaces to meet predicted demand for a residential scheme. The output from the parking calculator is just a starting point and a guide and may be varied as the principles of landscape led and sustainable location are applied to a residential scheme.
- 2.4 For non-residential schemes, the two principles will be applied in conjunction with Table 2 on page 15/16 of the SPD (Appendix 1). The figures in Table 2 are initial guidance and developers will need to carry out site-specific parking assessment for a proposed scheme.
- 2.5 Decision makers are expected to include all other relevant information in the process of determining parking provision for residential and non-residential development. The two principles being applied to proposed schemes is to allow flexibility in decision making rather than rigidly applying parking numbers. This is to avoid harm to the landscape through visually intrusive parking provision in sensitive locations where the negative impact cannot be overcome through the design and arrangement of the proposed scheme. In addition, some locations may allow for a variation in parking provision due to the availability of alternative means of travel other than the private car.
- 2.6 Parking provision for people with disabilities is explicitly covered in the guidance reflecting the importance of making development accessible for all users.
- 2.7 Cycle parking guidance is provided with standards for both residential and non-residential development.

3. Consultation

- 3.1 In August 2020, Planning Committee approved for consultation the draft Parking SPD. Public consultation took place for eight weeks from 24 September to 19 November 2020. Forty four representations were received from a range of individuals and organisations including Parish/Town/District/County Councils, statutory bodies, civic groups and other public bodies. The representations are summarised in the Consultation Statement, which forms Appendix 1 of this report.
- 3.2 The key response themes are summarised as follows:
 - Parish/Town Councils
 - On street parking and new development adding to existing issues
 - Concerns about use of the output from the parking calculator, including link to existing on street issues
 - Support for general approach including the two principles and flexibility in decision making
 - District/County Council
 - Revisions to Table 2 in relation to Use classes Order changes in 2020
 - Civic groups
 - Detail and improvement needed on guidance for cycle parking provision
 - Greater focus needed on the shift from the private car to other forms of transport
- 3.3 Themes raised by respondents in general included adding detail on electric vehicle charging points and improvements to the guidance on cycle parking including quantity of provision. Other issues raised included providing clarity on disabled parking, minimum requirements for the size of spaces, clarity on parking surveys requirements and site assessment for non-residential development.

- 3.4 Following the public consultation, a revised Parking SPD was prepared. Changes made, where appropriate, as follows:
- Revised sections on Principles (paragraph 3.1 of SPD) and Parking Calculator (paragraph 5.1 of SPD) to be more explicit about how decision makers use the output from the parking calculator and all other relevant information in determining parking provision.
 - Added the principle that provision of all necessary vehicular parking should as far as practicable be on-site (paragraph 3.2 of SPD).
 - Some wording added to clarify the principles of Landscape led and Sustainable location, (paragraphs 3.8, 3.11 and 3.12 of SPD).
 - Expanded guidance on electric vehicle charging point provision with added detail in new section 4.
 - Section 6 Cycle parking and Table 2 in section 8 Non-residential development, added detail on cycle parking provision and references to standards including a wider variety of cycles.
 - Added clarity on provision in section 7 Disabled parking
 - Revised Table 2, section 8 Non-residential development to reflect changes to the Use Classes Order.
 - Added clarity to section 8 Non-residential development on use classes (paragraph 8.10) and site assessment (paragraph 8.3 and 8.4 of SPD)
 - New section 11 Parking Space Dimensions to clearly set out minimum dimensions for types of parking space
- 3.5 The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) legally require local planning authorities, prior to adopting a SPD, to publish the Consultation Statement and revised SPD for comment for a minimum four week period. The consultation was extended by two weeks in response to the new lockdown. This consultation took place from 04 February to 18 March 2021. A further 25 representations were received and these are detailed in the Consultation Statement, which forms **Appendix I** of this report.
- 3.6 Eleven of the representations either supported the SPD or thanked the SDNPA for the opportunity to comment without making any further response. The majority of the remaining representations either followed up on, or raised issues, covered by changes to the revised SPD. These representations raised no new substantive issues that required changes to the Parking SPD. One Parish Council, responding for the first time, stated they objected to what has been presented as the Parking Calculator as not fit for purpose. The objection was about the output from the Parking Calculator using example schemes from the parish. The revisions to the SPD had already amplified how decision makers are to use the output from the parking calculator and therefore dealt with the objection raised. No revisions were made to the Parking SPD following the second consultation.
- 4. Next steps**
- 4.1 The recommendation of this report is that Members note the content of the Consultation Statement and adopt the revised Parking SPD.
- 4.2 Once adopted, the Parking SPD will be a material consideration in the determination of planning applications. The Parking SPD will help to ensure there is suitable parking provision for vehicles and cycles, including electric vehicle charging points at new development in accordance with the landscape led approach of the SDLP.
- 4.3 The Parking SPD and other SPDs presented to Planning Committee in the coming months will be designed and formatted into a common style. The formatting and design of the Parking SPD will occur following adoption although the content will remain unchanged.
- 5. Sustainability Appraisal and Habitats Regulations Assessment screening**
- 5.1 The European Union Directive 2001/42/EC sets out legislation on the assessment of the effects of certain plans and programmes on the environment (known as 'Strategic Environmental Assessment' or 'SEA'). Where the Authority determines that SEA is not

required then under Regulation 9(3) the Authority must prepare a statement setting out the reasons for this determination. In addition, as required by Habitats Regulations Assessment (HRA), the SDNPA has assessed whether the policies and proposals set out in the Parking SPD will have any significant impacts on Natura 2000 sites, thereby necessitating an Appropriate Assessment to consider the impact on the integrity of any such sites.

- 5.2 Therefore, SDNA produced a Draft Determination Statement for SEA and HRA. The Draft Determination Statement concluded that i) SEA was not required as there were no likely significant effects and ii) Appropriate Assessment was considered unnecessary as there would be no significant impacts on Natura 2000 sites.
- 5.3 Consultation on the Draft Determination Statement took place from 24 September to 19 November 2020 with the three statutory bodies, Historic England, the Environment Agency and Natural England. The Environment Agency stated, “we do not believe that the SPD is likely to give rise to significant environmental effects and as such would not require an SEA in relation to the issues in our remit.” Historic England did not wish to comment as the SPD deals with matters largely beyond their remit. Similarly, Natural England made no comment as the Parking SPD “does not appear to relate to our interests to any significant extent.”
- 5.4 Following the response from the three statutory bodies, the determination concludes that the Parking SPD is unlikely to have any significant environmental effects and therefore SEA and Appropriate Assessment for HRA are not required. The Determination Statement for SEA and HRA is Appendix 4 of this report.

6. Other Implications

Implication	Yes*/No
Will further decisions be required by another committee/full authority?	No.
Does the proposal raise any Resource implications?	<p>A transport consultant produced the Parking Calculator at a cost of £5,500. The budget for the Parking SPD covered this cost. Rest of the production of the SPD used existing internal resources.</p> <p>The costs of formatting and design production of the SPD will be met within existing budgets.</p>
Has due regard been taken of the South Downs National Park Authority’s equality duty as contained within the Equality Act 2010?	<p>The Authority has a duty under Section 149 of the Equality Act 2010 (‘the Act’) to have due regard in the exercise of its functions to the need to:</p> <ul style="list-style-type: none"> • Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act; • Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it; • Foster good relations between persons who share a relevant protected characteristic and persons who do not share it. • Due regard in this context involves having due regard in particular to: <ul style="list-style-type: none"> a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic; b) Take steps to meet the needs of persons

	<p>sharing a relevant protected characteristic different from the needs of persons who do not share it;</p> <p>c) Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.</p> <p>The Parking SPD ensures there is suitable parking provision at new development for vehicles and cycles to serve all people whether residents, workers or visitors.</p>
Are there any Human Rights implications arising from the proposal?	None.
Are there any Crime & Disorder implications arising from the proposal?	None.
Are there any Health & Safety implications arising from the proposal?	None.
Are there any Sustainability implications based on the 5 principles set out in the SDNPA Sustainability Strategy:	<p>1. Living within environmental limits</p> <p>The Parking SPD guides the suitable provision of Electric Vehicle charging points and cycle parking at new development, which both assist the transition to more sustainable forms of transport.</p> <p>3. Achieving a sustainable economy</p> <p>The Parking SPD guides provision of all types of parking at new commercial development to help facilitate the movement of people and goods to achieve a sustainable economy.</p>

7. Risks Associated with the Proposed Decision

7.1 Risk assessment provided in the table below.

Risk	Likelihood	Impact	Mitigation
If adopted: Third party challenge to the principle of, or the guidance contained within, the SPD. A challenge can be made within a three month period following adoption.	Possible (3)	Moderate (3)	The SPD is prepared in compliance with the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended).

TIM SLANEY

Director of Planning

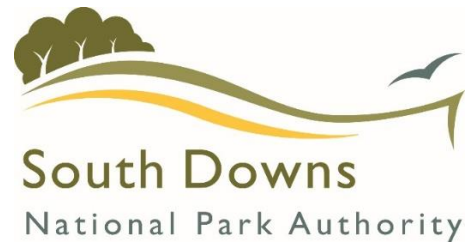
South Downs National Park Authority

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Appendices	<ol style="list-style-type: none"> 1. Consultation Statement 2. Revised Parking SPD 3. Revised Parking SPD – Appendix A Parking Calculator 4. Determination Statement SEA and HRA
SDNPA Consultees	Legal Services; Chief Finance Officer; Monitoring Officer; Director of Planning
External Consultees	None
Background Documents	<p>Draft Parking SPD for consultation, Item 11, Planning Committee 13 August 2020</p> <p>https://www.southdowns.gov.uk/meeting/planning-committee-13-august-2020/</p> <p>South Downs Local Plan 2014-33</p> <p>https://www.southdowns.gov.uk/wp-content/uploads/2019/07/SD_LocalPlan_2019_17Wb.pdf</p>



Guidance on Parking for Residential and Non-Residential Development Supplementary Planning Document

Consultation Statement

March 2021

I.1. Draft Guidance on Parking for Residential and Non-Residential Development Supplementary Planning Document (SPD) (hereafter referred to as the Parking SPD). The purpose of the Parking SPD is to provide clear direction to all those involved in the planning decision making process regarding the provision of parking for different types of transportation including cycles, electric bicycles/vehicles and motor vehicles at new development in the South Downs National Park (SDNP). Once adopted, the SPD will be a material consideration for relevant planning applications.

I.2. This Consultation Statement has been prepared in accordance with Regulation 12(a) and (b) of the Town and Country (Local Development) (England) Regulations 2004 which states:

“Before a local planning authority adopt a supplementary planning document it must—

(a) prepare a statement setting out—

(i) the persons the local planning authority consulted when preparing the supplementary planning document;

(ii) a summary of the main issues raised by those persons; and

(iii) how those issues have been addressed in the supplementary planning document; and

(b) for the purpose of seeking representations under regulation 13, make copies of that statement and the supplementary planning document available in accordance with regulation 35 together with details of—

(i) the date by which representations must be made (being not less than 4 weeks from the date the local planning authority complies with this paragraph), and

(ii) the address to which they must be sent.”

I.3. This statement sets out details of the consultation that has taken place to date which has informed and refined the SPD. It sets out details of how, when and with whom the initial consultations with interested parties and organisations took place and how this has informed the SPD.

I.4. Following the preparation of the draft SPD, the South Downs National Park Authority (SDNPA) resolved to undertake an eight-week consultation on the Parking SPD between 24 September 2020 and 19 November 2020. As part of the consultation, the SDNPA:

- Published the draft Parking SPD on the SDNPA website
- Sent emails and letters to persons and organisations on the SDNPA Local Plan mailing list inviting them to examine the consultation documents and make representation on them during the consultation period;
- Highlighted the consultation and answered questions on the draft SPD at the SDNPA Agents Forum on 30 September 2020 and invited agents to respond.

I.5. The SDNPA considered it appropriate to consult the following consultation bodies on the draft Parking SPD:

- Relevant district and county councils
 - Adur District Council
 - Arun District Council
 - Brighton & Hove City Council
 - Chichester District Council
 - East Hampshire District Council

- East Sussex County Council
- Eastleigh Borough Council
- Hampshire County Council
- Horsham District Council
- Lewes & Eastbourne District Councils
- Mid Sussex District Council
- Surrey County Council
- Waverley District Council
- Wealden District Council
- West Sussex County Council
- Winchester City Council
- Worthing Borough Council
- Parish Councils within the National Park

I.6. Consultation responses were received from 44 individuals and organisations. The comments received are summarised in **Appendix 1**. Officer comments relating to the responses received and how the SPD has been amended in response to these is set out in Appendix 1.

I.7. The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) legally require local planning authorities, prior to adopting a SPD, to publish the Consultation Statement and revised SPD for comment for a minimum four week period. This consultation took place from the 4 February to 18 March 2021. A further 25 representations were received during this period and these are summarised in **Appendix 2**. Officer comments relating to the responses received and how the SPD has been amended in response to these is set out in **Appendix 2**.

Appendix I

Draft Parking SPD: Summary of comments received September-November 2020 and officer comments

Individual or Organisation making the Representation (Rep Number)	Issue raised	SDNPA response	Proposed action
Nikki Faulkner, Planning Policy, Arun District Council (01)	<ul style="list-style-type: none"> • Agree with requirements for cycle parking and non-residential development. • Suggesting elaborate on paras 4.1/4.2, have summary table of parking provision by area (ward) to ensure data is transparent. E.g., more sustainable locations, data will reflect this with lower parking provision in the numbers. • Unclear the aim of the parking calculator. Calculator requires person inputting to know how many unallocated/allocated spaces. Is that correct? Can "allocated" be defined? • Suggest data inputted in columns C-G should give answers for all remaining columns (without need to input number of allocated spaces). • Decimal points for calculator results - guidance as to whether to round up or down. • Provide standards and detail for EV charging, Arun DC have prepared SPD with this included - https://www.arun.gov.uk/download.cfm?doc=docm93jjm4n14832.pdf&ver=15210 	<ul style="list-style-type: none"> • Welcome support on cycle parking and non-residential development. • Propose following changes in response to comments raised: More explanation on how parking calculator works. <p>Clarify the input of "allocated" spaces and explain what this term means.</p> <p>Also, explain about rounding up/down the figures.</p> <p>Guidance to be included on EV charging points.</p>	<ul style="list-style-type: none"> • Add further explanation on how the parking calculator works with added paragraphs 5.1 and 5.2. • Add wording to explain allocated spaces in new paragraph 5.2. • Rounding up/down of figures to be clarified, in new paragraph 5.4. • Guidance on EV charging to be added in new section 4.
Bramber Parish Council (02)	<ul style="list-style-type: none"> • Broad support for Parking SPD 	<ul style="list-style-type: none"> • Welcome broad support for Parking SPD. 	<ul style="list-style-type: none"> • New Cycling section to be added (new section 6); Cycle

Individual or Organisation making the Representation (Rep Number)	Issue raised	SDNPA response	Proposed action
	<ul style="list-style-type: none"> Concern that parking calculator provides insufficient motor vehicle spaces leading to excessive use of highway for parking. Inadequate numbers of required cycle spaces (Table 1) Suggest adding bullet point to para 3.7 “All car and cycle parking should include secure battery re-charging points located to minimise the creation of trip hazards when in use.” SPD should specify minimum dimensions for cycle parking and access points using guidance similar to London Cycle Design Standards 	<ul style="list-style-type: none"> Note concern about motor vehicle spaces. However, parking calculator for residential is only part of decision-making process and the guidance requires suitable parking provision on-site to avoid adding to existing on street issues. Cycle spaces for residential and non-residential will be reviewed in light of recent Government guidance. Agree further detail required on EV charging. Minimum dimensions included for garages. Include for other types of cycle parking/storage. 	<p>parking standards to be reviewed and new figures to be provided in revised Tables 1 & 2 and new section 7 Disabled Parking.</p> <ul style="list-style-type: none"> Guidance on EV charging to be added in new section 4. Dimensions for cycle parking in new section 11 Parking Space Dimensions to cross reference Cycle Infrastructure Design, Local Transport Note LTN 1/20 July 2020.
Bramshott and Liphook Parish Council (03)	<ul style="list-style-type: none"> Document does not take into account commuter traffic and parking provision for commuters. Parking calculator output has criteria applied that are subjective and therefore an inefficient process. Consultation needs to realistically consider the economic future of settlements and availability of parking. 	<ul style="list-style-type: none"> The guidance covers parking provision at new non-residential developments where staff commute to that location by car. The Parking Calculator is to be used with the two principles to allow for flexibility in decision-making. Public car parking in settlements in general, whether for 	<ul style="list-style-type: none"> None.

Individual or Organisation making the Representation (Rep Number)	Issue raised	SDNPA response	Proposed action
		commuters or visitors, is a matter for the local highways authority and the district/borough council.	
Buriton Parish Council (04)	<ul style="list-style-type: none"> • General support for the SPD. • Support assumption that garages not often used for parking and therefore only count as third of parking space. • Larger garage size should be adopted for (residential development) cycle parking rather than separate structures. However, separate structures should be provided for non-residential development. • Concerned about weighting given to public transport provision by parking calculator, especially for villages like Buriton. Calculation needs to accurately reflect likely use of private car to avoid on street parking in existing streets. • Ensure adequate visitor parking. 	<ul style="list-style-type: none"> • Welcome support for general principles. • Cycle spaces for residential and non-residential will be reviewed in light of recent Government guidance. • Parking calculator only uses figures on car ownership. Landscape led principle takes into account public transport as one of the factors in deciding suitable parking provision at a site. • Avoiding on street parking is key part of the guidance and this can be made more explicit. • Visitor parking is part of the decision making process for residential (parking calculator provides output for visitor spaces) and non-residential (standards in Table 2). 	<ul style="list-style-type: none"> • New Cycling section to be added (new section 6); Cycle parking standards to be reviewed and new figures to be provided in revised Tables 1 & 2 and new section 7 Disabled Parking. • Principle of parking provision on site to avoid additional on street parking, made explicit through adding wording to new paragraph 3.2.
Cycle Lewes (05)	<ul style="list-style-type: none"> • Primary purpose of SPD needs to be to ensure provision is made for change from motor vehicles to other forms of transport. 	<ul style="list-style-type: none"> • Support the shift to forms of transport other than the private car. However, the SPD 	<ul style="list-style-type: none"> • Guidance on EV charging to be added in new section 4.

Individual or Organisation making the Representation (Rep Number)	Issue raised	SDNPA response	Proposed action
	<p>This includes taking full account of e-bikes, electric scooters and need for EV charging points. Document should be renamed to reflect this shift.</p> <ul style="list-style-type: none"> Facilities for parking to reflect rule H1 of The Highway Code and the hierarchy of road users. Standard for pedestrian access, reflecting natural desire lines, including gradients, width of pathways. Suggesting amended Table 1 for cycle space provision for residential development as under providing as existing document. Proposing each occupier to have secure cycle space, with 50% of properties having secure enclosed cycle store with integrated charging point for e-bikes/scooters. Non-residential development need for secure cycle facilities Touring cyclists and green tourism demand, towns and villages to have well located secure facilities including lockable cycle storage units. 	<p>recognises in the short to medium term private cars will continue to make up a significant number of journeys in the rural areas of the National Park where public transport coverage is poor. Support is given in the SPD for the switch to electric vehicles. The current title of the document is suitable and clearly describes the purpose.</p> <ul style="list-style-type: none"> Agree further detail required on EV charging. Cycle spaces for residential and non-residential will be reviewed in light of recent Government guidance. Provision of cycle facilities per se in towns and villages for visitors or residents is a matter for the highways authority and the district/borough council. 	<ul style="list-style-type: none"> New Cycling section to be added (new section 6); Cycle parking standards to be reviewed and new figures to be provided in revised Tables 1 & 2 and new section 7 Disabled Parking. Dimensions for cycle parking in new section 11 Parking Space Dimensions cross reference Cycle Infrastructure Design, Local Transport Note LTN 1/20 July 2020.
Cycling UK Local Representative Brighton and Hove (06)	<ul style="list-style-type: none"> Contends that a cycle is a vehicle in English law and this should be reflected in the wording in the SPD. Currently SPD refers to cycles separately to other vehicles. 	<ul style="list-style-type: none"> Use of words cycle and vehicle in the SPD is sufficiently clear. Check whether different types of motor vehicles are adequately provided for in the non-residential section. 	<ul style="list-style-type: none"> Add wording to non-residential section to cover different types of commercial vehicle including LGC/HGV. Add wording to new paragraphs 8.3, 8.6, and 8.7 to ensure different types of

Individual or Organisation making the Representation (Rep Number)	Issue raised	SDNPA response	Proposed action
	<ul style="list-style-type: none"> • Vehicles also includes different types e.g. vans, lorries and unsure this has been factored into the SPD. • SPD to give attention to different types of cycles in space provisions. • No reference to Local Cycling and Walking Infrastructure Plans (LCWIP). • Have more ambition in setting higher standards for cycle parking above current demand and restrain high demand for car parking. • Presumption in favour of less car parking rather than need for “robust” case in paras 3.10/11. • Query how the other costs e.g. production of toxic emissions, other than to sensitive landscape, have been accounted for the provision of car parking spaces. • Parking Calculator predicts and provides for cars rather reduce their use. • There is no equivalent calculator for cycles. • Counting of three garages as one space is too generous. • Improve clarity on cycle provision requirements including detail on inside/outside storage, visitor spaces. • No technical guidance on type or dimensions of cycle parking provision. 	<ul style="list-style-type: none"> • Cycle spaces for residential and non-residential will be reviewed in light of recent Government guidance. • Any opportunity for the development to assist in achieving LCWIP objectives would be assessed at application stage. • The SPD recognises in the short to medium term private cars will continue to make up a significant number of journeys in the rural areas of the National Park where public transport coverage is poor. The Parking Calculator reflects the need to provide parking for private cars. • Setting standards for cycle parking provision is currently considered a better method than a cycle parking calculator. Future iterations of the SPD could revisit the use of a cycle parking calculator. • Agree more detail needed on cycle parking type and dimensions. 	<p>vehicles are included in the site-specific assessment.</p> <ul style="list-style-type: none"> • Add wording to new Cycle parking section at paragraph 6.1 to reference the Cycling and Walking Plan for England, July 2020. • Dimensions for cycle parking in new section 11 Parking Space Dimensions to cross reference Cycle Infrastructure Design, Local Transport Note LTN 1/20 July 2020. • New Cycling section to be added (new section 6); Cycle parking standards to be reviewed and new figures to be provided in revised Tables 1 & 2 and new section 7 Disabled Parking. • Emphasis on benefits of cycling altered through wording in new Cycling section, paragraph 6.1. • Guidance on EV charging to be added in new section 4.

Individual or Organisation making the Representation (Rep Number)	Issue raised	SDNPA response	Proposed action
	<ul style="list-style-type: none"> • Be clearer on distinction between cycle parking and storage, in particular paras 4.5/6 and Table 1. • Table 1, 0.5 space for 2 bed flat is far too little, as it is quite likely that 2 adults and one or more children might also live. • SPD should more strongly state benefits of cycling, e.g. for health and the environment. • Disabled Parking to clearly include provision for cycles. In general, cycle parking provision should include EV as for other types of vehicle. • Provision must accommodate non-standard bicycles. • Cycling should be given a key role in Travel Plans. • Provide maximum standards for motor vehicle parking. • Refer to latest documents on cycling policy e.g. Cycling and Walking Plan for England, July 2020; Design Manual for Roads and Bridges updated in 2020. • Department for Transport's Cycle Infrastructure Design (LTN 1/20) sets out minimum standards in the absence of local guidance or standards. • SPD should set minimum standard below which provision should not fall and go further 	<ul style="list-style-type: none"> • Review emphasis in the SPD on benefits of cycling. • Add cycling to Disabled Parking. • Review and consider adding detail on EV for cycles. • Update SPD to use latest versions of documents as appropriate. • Cycle spaces for residential and non-residential will be reviewed in light of recent Government guidance. 	

Individual or Organisation making the Representation (Rep Number)	Issue raised	SDNPA response	Proposed action
	<p>than meeting conservative calculation of current cycling demand.</p> <ul style="list-style-type: none"> London Cycle Design Standards provision for cycles should meet future projected demand plus 20%. 		
David Round (07)	<ul style="list-style-type: none"> Supporting response by Simon Dear that SDNPA “should follow the standards set down by the democratically elected, relevant Borough Council in which the land sits and no discrimination should take place either for, or against, any form of transport simply as a result of being in the SDNP. You take on too much as an unelected body, being merely appointed members and officers.” 	<ul style="list-style-type: none"> The NPPF provides for, and encourages planning authorities to set local parking standards within their area. Parking SPD is therefore wholly within the remit of SDNPA as the local planning authority for the National Park. The Parking SPD continues the landscape led approach of the South Downs Local Plan and provides continuity and consistency across the National Park in setting local standards for parking within this protected landscape. 	<ul style="list-style-type: none"> None.
Debbie Evans (08)	<ul style="list-style-type: none"> Consider an increase in the number of unallocated resident and visitor parking spaces in the parking calculator, especially for properties with 3 or more bedrooms Number of houses proposed should be reduced if insufficient space to create a sensible amount of parking, rather than increasing the amount of land required. 	<ul style="list-style-type: none"> Parking calculator uses Census data for the amount of parking suitable for a type of dwelling. As stated in the SPD, the parking calculator is a starting point and guide and only part of the process for determining provision at a residential site. 	<ul style="list-style-type: none"> The use of the parking calculator is a starting point and guide in determining parking provision at a residential site. Add wording to new paragraph 5.1 to make this explicit.

Individual or Organisation making the Representation (Rep Number)	Issue raised	SDNPA response	Proposed action
	<ul style="list-style-type: none"> Should not be assumed that tenure or proximity to bus/train links will mean that residents will increase public transport use. 	<ul style="list-style-type: none"> Agree with comment that seems to support approach taken in the SPD. Agree with comment and the guidance in the SDP is for decision makers to consider public transport as one factor in deciding parking provision. 	
East Meon Parish Council (09)	<ul style="list-style-type: none"> We have a strong bias towards any new development not contributing to on-street parking. In general, EMPC supports this Parking SPD especially the clarity it provides in parking provision, cycle parking and how garages are counted in developments. Like to see SPD strengthened in following areas: Stronger guidance to ensure spaces are usable (e.g. close enough to dwelling, sufficient space around parked vehicle). <p>Materials to be used for parking areas to be specified in guidance.</p> <p>EMPC would like to see a specific requirement for all new dwellings, which have their own driveway and/or garage, to provide a home fast-charging point for electric vehicles.</p>	<ul style="list-style-type: none"> Welcome general support for SPD. Understand concern about on street parking. Guidance in SPD is for on-site provision of parking to avoid adding to existing on street issues. Make this more explicit in the SPD. Agree that spaces provided will need to be usable. Review guidance on this point. Materials for parking areas to be covered by the Design SPD. Agree further detail required on EV charging. 	<ul style="list-style-type: none"> Principle of parking provision on site to avoid additional on street parking, to be made explicit through adding wording to new paragraph 3.2. To ensure spaces are usable, wording to be added in new section 11 Parking Dimensions. Guidance on EV charging to be added in new section 4.

Individual or Organisation making the Representation (Rep Number)	Issue raised	SDNPA response	Proposed action
Marguerite Oxley, Environment Agency (10)	<ul style="list-style-type: none"> I can confirm that we have no comments to make. I can also confirm that we do not believe that the SPD is likely to give rise to significant environmental effects and as such would not require an SEA in relation to the issues in our remit. 	<ul style="list-style-type: none"> Noted that EA confirm no likely significant environmental effects for issues within their remit and as such, no SEA required. 	<ul style="list-style-type: none"> No SEA required. No change required to SPD.
Fareham and Gosport and South Eastern Hampshire CCG (11)	<ul style="list-style-type: none"> Thank you for informing us, we would wish to be informed as applications for housing are brought forward in the future. 	<ul style="list-style-type: none"> Noted. Request passed to appropriate planning team. 	<ul style="list-style-type: none"> None.
Findon Parish Council (12)	<ul style="list-style-type: none"> Findon Parish Council supports the content and aspirations of the draft SPD. 	<ul style="list-style-type: none"> Welcome support for SPD. 	<ul style="list-style-type: none"> None.
Fittleworth Parish Council Planning Sub Committee (13)	<ul style="list-style-type: none"> Concerns about parking in the vicinity of community facilities in Fittleworth. Ask for baseline level of parking for these type of facilities to be taken into account for nearby new development. Ask for guidance to take into account changing parking demand of such community facilities during the day. Ask for clarity on parking standards for such community facilities so as not to wholly restrict or make changes through development impossible to fund. 	<ul style="list-style-type: none"> Noted comments about community facilities, and impact of new development and concerns around overspill parking. Make explicit that SPD requires on site provision to avoid adding to on street parking issues. SPD requires site-specific assessment carried out for non-residential development to include understanding of the parking demand in the local area. Make this more explicit in the guidance. 	<ul style="list-style-type: none"> Principle of parking provision on site to avoid additional on street parking, to be made explicit through adding wording to new paragraph 3.2. Wording to add to new paragraph 8.2 to clarify that site-specific assessment will need to include understanding of existing parking demand in the area.

Individual or Organisation making the Representation (Rep Number)	Issue raised	SDNPA response	Proposed action
		<ul style="list-style-type: none"> Guidance requires that peak demand be taken into account. Site-specific assessment would help determine demand for parking for the development with Table 2 acting as a guide. Parking provision on-site would need to meet demand and this has to be factored into the cost. 	
Chris Kneale Friends of Lewes (14)	<ul style="list-style-type: none"> Support landscape approach to parking provision. Concern that each case reviewed on merits might give rise to dispute and delay. SPD should have similar aspiration to Lewes NDP policy AM3 to reduce car use. Suggest SPD addresses EV charging points. 	<ul style="list-style-type: none"> Welcome support for landscape led approach. Parking is often a contentious issue. The flexible approach taken by the SPD puts landscape first in decision-making. The SPD recognises in the short to medium term private cars will continue to make up a significant number of journeys in the rural areas of the National Park where public transport coverage is poor. Support is given in the SPD for the switch to electric vehicles. Agree further detail required on EV charging. 	<ul style="list-style-type: none"> Guidance on EV charging to be added in new section 4.
Stuart York Gosport Neighbourhood	<ul style="list-style-type: none"> Planning policies should ensure the built environment plays its part in reducing crime and disorder and the fear of crime. 	<ul style="list-style-type: none"> Review the points on design in the SPD and how these could better assist in preventing 	<ul style="list-style-type: none"> To ensure design of parking provision prevents crime, bullet

Individual or Organisation making the Representation (Rep Number)	Issue raised	SDNPA response	Proposed action
Policing Designing Out Crime Officer (15)	<ul style="list-style-type: none"> • In descending order, statistics show that in terms of vehicle crime, the safest place to park a car is a garage; then within the curtilage of a dwelling, followed by private car parks and finally the public realm. • Ask for a section to be added “Preventing Crime and Disorder” and points around a series of features to be included in vehicle parking provision. • Cycle storage within curtilage of dwelling and sufficiently secure. • Community cycle stores sufficiently secure with single robust door entry, good natural surveillance, lockable, keyless to exit and suitable anchor points for securing cycles. • Add additional bullet point to para 3.7 relating to Crime Prevention through Environment Design (CPTED). • Public overspill parking on the highway can increase likelihood of crime or cause obstruction. • Using the (parking) calculator, it is possible to produce a number of dwellings with insufficient parking spaces to allow for each dwelling to have a single parking space. • Ask for minimum of at least one allocated parking space per dwelling. • Ask that at least one secure parking space for a pedal cycle per flat. 	<p>crime. The general requirement for design of new development to improve safety is covered by Policy SD5(1)(j) of the South Downs Local Plan.</p> <ul style="list-style-type: none"> • Cycle spaces for residential and non-residential development will be reviewed in light of recent Government guidance. • Make explicit that SPD requires on site provision to avoid adding to on street parking issues. • Guidance requires on-site parking provision to meet the need of the development and the split between allocated and unallocated spaces would be subject to detailed discussion between applicant and SDNPA. 	<p>points to be added at new paragraph 3.8</p> <ul style="list-style-type: none"> • New Cycling section to be added (new section 6); Cycle parking standards to be reviewed and new figures to be provided in revised Tables 1 & 2 and new section 7 Disabled Parking. • Principle of parking provision on site to avoid additional on street parking, to be made explicit through adding wording to new paragraph 3.2.

Individual or Organisation making the Representation (Rep Number)	Issue raised	SDNPA response	Proposed action
Greatham Parish Council (16)	<ul style="list-style-type: none"> For ease of access, spaces should be laid out side by side rather than one in front of the other. Greatham PC feels that 1 charging point per new build house should be provided as a minimum. Remove the word “feasible” from Parking SPD on this point in relation to EV charging points. Parking spaces for new build properties should be adjacent to the property. Maximum distance between the house and the parking space should be specified in the SPD. 	<ul style="list-style-type: none"> Review points on design of parking provision in the SPD. Agree further detail required on EV charging. The word “feasible” in relation to EV charging points is used in South Downs Local Plan policy SD22, criteria 4a). The SPD seeks to explain and amplify and cannot alter or amend adopted policy. Detailed guidance on layout of parking provision will be covered in the forthcoming Design SPD. 	<ul style="list-style-type: none"> To avoid use of tandem parking, bullet point to be added at new paragraph 3.8 Guidance on EV charging to be added in new section 4.
Harry Puckering (17)	<ul style="list-style-type: none"> Please make at least one cycle space available for each assumed occupant of residential properties: 2 spaces for 1 bed property, 4 spaces for 2-bed property etc. Please allow commercial properties to have parking for 80% of projected visitors, as in the Netherlands. Please include parking for children’s cycles in the above. Please note cargo bikes/adapted bikes/trikes for people with disabilities need much more room than conventional bikes: up to 2m in 	<ul style="list-style-type: none"> Cycle spaces for residential and non-residential development will be reviewed in light of recent Government guidance. 	<ul style="list-style-type: none"> New Cycling section to be added (new section 6); Cycle parking standards to be reviewed and new figures to be provided in revised Tables 1 & 2 and new section 7 Disabled Parking. Revised Table 2 to include standards for larger/oversize cycles. Dimensions for cycle parking in new section 11 Parking Space Dimensions to cross reference

Individual or Organisation making the Representation (Rep Number)	Issue raised	SDNPA response	Proposed action
	width and longer turning areas as machines cannot be lifted.		Cycle Infrastructure Design, Local Transport Note LTN 1/20 July 2020.
Highways England (18)	<ul style="list-style-type: none"> There is a strong emphasis on sustainable travel and transport throughout the document, which Highways England (HE) supports. Recommend that minimum parking space size is something that could be included in Table 2. Recommend adding text Transport Assessment (TA) or Transport Statement should accompany new site applications. TA only mentioned at para 5.2 in relation to disabled parking. Recommend additional parking standard added to Table 2 for last mile delivery depots as these sites are outside B8 Storage and Distribution use class. HE has found useful to include pictures/visuals for favoured parking arrangements and layouts. HE does not consider the SPD will have any adverse impacts on the safety, reliability and operation of the strategic road network. 	<ul style="list-style-type: none"> Welcome support for emphasis on sustainable means of travel and that HE considers SPD will not have adverse impact on the strategic road network. Review the guidance in relation to the use of minimum parking space dimensions. Transport Assessment/Statement are required by the NPPF paragraph 111, therefore considered repetition of national policy to include in the SPD. Review guidance in Table 2 in relation to last mile delivery depots. Forthcoming Design SPD will provide detailed guidance on the layout of parking spaces/areas. 	<ul style="list-style-type: none"> Minimum dimensions for spaces to be added to new section 11 Parking Dimensions. To ensure last mile delivery depots are considered in site-specific assessment for non-residential development, wording to be added to new paragraph 8.3.
Alan Byrne Historic England (19)	<ul style="list-style-type: none"> Historic England does not wish to comment on the Parking Supplementary Planning Document, which deals with matters largely beyond the remit of Historic England. 	<ul style="list-style-type: none"> Noted. 	<ul style="list-style-type: none"> None.

Individual or Organisation making the Representation (Rep Number)	Issue raised	SDNPA response	Proposed action
Horndean Parish Council (20)	<ul style="list-style-type: none"> Noted the consultation and no comments to make. 	<ul style="list-style-type: none"> Noted. 	<ul style="list-style-type: none"> None
Imogen Makepeace (21)	<p>(Representation included comments about the wider shift from motor vehicles to other forms of transport. Comments below are specific to parking).</p> <ul style="list-style-type: none"> Parking places in towns are often expensive to build, ugly, accumulate toxic runoff and take up valuable space. Pavement parking is a new kind of Anti-Social Behaviour. New developments can have purpose built walking and cycle routes and prioritise public transport. Residential developments in or near town centres need fewer car parking and more and better cycle parking provision. Planning for parking spaces must recognise that the majority of urban developments need to reduce space for private cars and increase space for public transport hubs, bicycle parking, taxi ranks. I support the assessment for increased cycle spaces submitted by Cycle Lewes. 	<ul style="list-style-type: none"> SPD sets out guidance that is flexible to meet the needs of a specific development whilst putting landscape at the centre of decision making in a protected landscape. The guidance has a flexible approach to deliver less parking where appropriate on sites that are well connected to other means of transport. Make explicit that SPD requires on site provision to avoid adding to on street parking issues. Detail on the design of parking will be covered in the forthcoming Design SPD. Review whether SPD could require space for car clubs and taxis at appropriate locations. Cycle spaces for residential and non-residential development will be reviewed in light of recent Government guidance. 	<ul style="list-style-type: none"> Principle of parking provision on site to avoid additional on street parking, to be made explicit through adding wording to new paragraph 3.2. To ensure car clubs and taxis are considered in parking provision, wording to be added at new paragraph 5.5 and 8.3 respectively. New Cycling section to be added (new section 6); Cycle parking standards to be reviewed and new figures to be provided in revised Tables 1 & 2 and new section 7 Disabled Parking.
John Evans (22)	<ul style="list-style-type: none"> Main concern in Coldwaltham is “leisure” parking by visitors. Particular areas with high 	<ul style="list-style-type: none"> Note the concerns about parking issues in Bury regarding visitors and the local school. 	<ul style="list-style-type: none"> None.

Individual or Organisation making the Representation (Rep Number)	Issue raised	SDNPA response	Proposed action
	<p>demand at certain times without suitable parking such as Bury Hill.</p> <ul style="list-style-type: none"> Local primary school has no provision for pick up/drop off, or for part time staff and only 8 parking places. 	<p>The issues relating to existing sites and visitors that have been raised are matters for the local highways authority, the district council and the local education authority.</p> <ul style="list-style-type: none"> SPD requires on-site parking provision to meet the need of the development and avoid adding to existing on street parking issues. 	
Judy Fowler Chichester District Councillor (23)	<ul style="list-style-type: none"> Raising issue of pavement parking in Midhurst, with photo showing an example in Grange Road. 	<ul style="list-style-type: none"> In the SPD a key principle, which is proposed to be made more explicit, is for on-site parking provision to meet the need of the development and avoid adding to existing on street parking issues which are of concern in Midhurst and many other settlements in the National Park. Existing issues such as the pavement parking highlighted are matters for the local highways authority and the district council. SDNPA will assist these bodies wherever possible in providing solutions. As stated above this includes providing guidance for parking 	<ul style="list-style-type: none"> Principle of parking provision on site to avoid additional on street parking, to be made explicit through adding wording to new paragraph 3.2.

Individual or Organisation making the Representation (Rep Number)	Issue raised	SDNPA response	Proposed action
		at new developments that avoids adding to existing parking issues.	
Julia Waterlow (24)	<ul style="list-style-type: none"> • SDNPA should be considering how to reduce car usage rather than encourage it by insisting on car parking in new developments. • Developers should contribute towards local bus services or car share system. • If insisting on car parking, not enough emphasis (in the SPD) on design of car parking. Concerns about hard landscaping and water run-off. • New car parking should have permeable surfaces and water treatment to deal with vehicle pollution. • Need planting to soften the impact and provide biodiversity. 	<ul style="list-style-type: none"> • The SPD recognises in the short to medium term private cars will continue to make up a significant number of journeys in the rural areas of the National Park where public transport coverage is poor. Support is given in the SPD for the switch to electric vehicles. • Existing planning policies allow decision makers to require developers to contribute to other forms of transport as appropriate. • Note concerns about design of car parking, specifically landscape treatments and run off. Policy SD22 of the South Downs Local Plan requires that developments incorporate appropriate sustainable drainage systems. • The forthcoming Design SPD will cover landscape and surface treatments including planting. 	<ul style="list-style-type: none"> • None.

Individual or Organisation making the Representation (Rep Number)	Issue raised	SDNPA response	Proposed action
Kate Simons Senior Environmental Protection Officer Chichester District Council (25)	<ul style="list-style-type: none"> The references to provision of cycle parking and electric vehicle charging points are welcomed and I have no further comments to make. 	<ul style="list-style-type: none"> Noted. 	<ul style="list-style-type: none"> None.
Katherine Pang East Hampshire District Council (26)	<ul style="list-style-type: none"> Para 4.4. clarify whether referring to internal or external measurements for garages. (For Table 2) clarify whether for non-residential development, floor space calculations are Gross External Area (GEA) or Gross Internal Area (GIA). No mention in guidance of appropriate layouts. Appears to be no guidance on required dimensions for parking spaces. 	<ul style="list-style-type: none"> Clarify description of measurements. Detailed on parking design in the forthcoming Design SPD. Agree further detail needed on the dimensions of parking spaces. 	<ul style="list-style-type: none"> Add wording to clarify measurements refer to Gross Internal Area at new paragraphs 5.7, and 8.11 Minimum dimensions for spaces to be added to new section 11 Parking Dimensions. Dimensions for cycle parking in new section 11 Parking Space Dimensions to cross reference Cycle Infrastructure Design, Local Transport Note LTN 1/20 July 2020.
Kelsie Learney Winchester City Councillor (27)	<ul style="list-style-type: none"> Object to the draft document in particular due to the proposed provision of cycle parking. Document fails to comply with Local transport note 1/20 Cycle infrastructure design which has updated expected standards. As per the transport note residential developments should have ground floor, secure, level access cycle storage with one space per bedroom 	<ul style="list-style-type: none"> Objection noted. Cycle spaces for residential and non-residential development will be reviewed in light of recent Government guidance. This includes reference to parking for bicycles with disabled adaptations, standards for long term and minimum levels of cycle parking. 	<ul style="list-style-type: none"> New Cycling section to be added (new section 6); Cycle parking standards to be reviewed and new figures to be provided in revised Tables 1 & 2 and new section 7 Disabled Parking. These standards comply with Cycle Infrastructure Design, Local Transport Note, LTN 1/20.

Individual or Organisation making the Representation (Rep Number)	Issue raised	SDNPA response	Proposed action
	<ul style="list-style-type: none"> • Particular reference needs to be made to requirements for parking suitable for bikes with disabled adaptations - note this has equalities implications. • Reference should be made to need for short term non-residential parking to be located where it is both convenient and obvious not just specify a quantum. • Levels of secure long-term cycle parking need to be included separately. • Where requirement relates to a travel plan a minimum level of cycle parking should still be set. • Garages – clarify that specifications are minimum internal sizes • Garages – if used for cycle parking, should be large enough to allow for at least two cycles in addition to a car. 	<ul style="list-style-type: none"> • Clarify description of measurements. • Preference in SPD is for other forms of parking space to be provided other than a garage. Cycle parking better provided in other forms than part of a garage. 	<ul style="list-style-type: none"> • Minimum dimensions for spaces to be added to new section 11 Parking Dimensions. • Dimensions for cycle parking in new section 11 Parking Space Dimensions to cross reference Cycle Infrastructure Design, Local Transport Note LTN 1/20 July 2020.
Liss Parish Council (28)	<ul style="list-style-type: none"> • LPC welcome consideration of policy SD5; clarity of para 7.38 for definition of a bedroom and paras 4.3/4 relating to minimum garage sizes and their provision counting towards a third of a space. • For parking calculator concern that use of ward data means centre of Liss will be judged the same as more rural locations in the parish. • We would like SDNPA to provide evidence of real world test cases that parking 	<ul style="list-style-type: none"> • Welcome support for those specific parts of the SPD. • SPD states that the output from the parking calculator is a starting point and a guide for determining parking provision. Review wording for parking calculator and consider whether can be made clearer. • SPD does state that conditions may exist for a lower parking 	<ul style="list-style-type: none"> • To be more explicit that the parking calculator is a starting point and guide in determining provision, wording to be added to new paragraph 5.1. • Principle of parking provision on site to avoid additional on street parking, to be made explicit through adding wording to new paragraph 3.2.

Individual or Organisation making the Representation (Rep Number)	Issue raised	SDNPA response	Proposed action
	<p>calculator delivers results that comply with the landscape led principle.</p> <ul style="list-style-type: none"> Challenge paras 3.9-3.12 that Liss offers a higher level of public transport options and as result should expect a lower level of parking provision. Train service, slow hourly service between Portsmouth and London. Bus service, three per day between Alton and Petersfield with no service after 6pm or on weekends. Assumption that these services will enable car-less households is not reasonable. Family households will continue needing at least one, if not two to three cars. Concern is that sustainable location principle when applied to Liss will result in under provision of on-site parking leading to overspill on streets/pavements. Critical that officers have complete understanding of local public transport options and existing parking issues in relation to para 3.11. Consider: i) tandem parking and associated issues; and ii) changes to permitted development allowing (for example) smaller 2 bed dwellings through building up or loft conversion to become larger 4 bed dwellings. SDNPA to commit to a 6-month review of parking standards to assess operation of SPD 	<p>provision although the onus is on the applicant to provide robust evidence to justify a reduced figure. Review wording on the sustainable location principle.</p> <ul style="list-style-type: none"> There is no assumption on the part of SDNPA that specific locations in Liss or the other named settlements will meet the conditions for a lower parking provision. Add wording to clarify the LPA position. Add wording on tandem parking. Changes to permitted development for “enlargement of a dwellinghouse by construction of additional storeys” do not apply in National Parks. [Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), Schedule 2, Part 1, AA.1 b) i)] Review of SPD will be carried out as appropriate, especially if feedback from decision makers 	<ul style="list-style-type: none"> Wording to be added to new paragraphs 3.11/3.12 to be explicit that no assumption is made a site located in one of the five named settlements, including Liss, is more sustainable by default. Add wording to new paragraph 3.12 that parking survey will be required as part of robust evidence to justify lower provision. Add bullet point to new paragraph 3.8 that tandem parking should be avoided in new development.

Individual or Organisation making the Representation (Rep Number)	Issue raised	SDNPA response	Proposed action
	in consultation with local planning committees.	suggests the policy is failing to meet intended outcomes.	
Midhurst Society (29)	<ul style="list-style-type: none"> We have considered your draft document and generally welcome the proposed procedures and support and look forward to its adoption and implementation on all future developments thereby ensuring amongst other things all associated parking will be within the confines of the development. 	<ul style="list-style-type: none"> Welcome support for the SPD and note the comment that guidance will ensure sufficient parking is provided on-site at a new development. 	<ul style="list-style-type: none"> None.
Midhurst Town Council (30)	<ul style="list-style-type: none"> In general support this document. Recognise that while Midhurst seen as sustainable location in the SPD, off street parking continues to be a problem in the town. Welcome landscape led, flexible approach that each development will be regarded on its merits. 	<ul style="list-style-type: none"> Welcome the support for the landscape led and flexible approach. Note comments about off street parking issues in Midhurst. SPD requires on-site parking provision to meet the need of the development and avoid adding to existing on street parking issues. 	<ul style="list-style-type: none"> None.
National Trust (31)	<ul style="list-style-type: none"> Overarching principles of landscape led and sustainable location are appropriate and the clear explanation of how they are to be interpreted and applied is welcome. SPD could provide greater clarity and guidance on a couple of areas relating to non-residential development; i) greater clarity over whether sites with multiple uses would be assessed against primary use or a hybrid approach ii) provide guidance on parking 	<ul style="list-style-type: none"> Welcome comments supporting the approach taken by the SPD. Review wording for non-residential sites in relation to multi use developments. Site specific assessment required for non-residential sites and this process will cover the provision of different types 	To clarify guidance on sites with multiple land uses including visitor attractions in the National Park, wording added to new paragraph 8.4

Individual or Organisation making the Representation (Rep Number)	Issue raised	SDNPA response	Proposed action
	provision to meet different demands on a site e.g. permanent and overflow parking, with different surface treatments for each type, to meet overall parking demand.	of provision including surface treatment.	
Natural England (32)	<ul style="list-style-type: none"> Whilst we welcome this opportunity to give our views, the topic of the Supplementary Planning Document does not appear to relate to our interests to any significant extent. We therefore do not wish to comment. As the SPD is about a car parking charging strategy for the National Park, it is unlikely there will be significant impacts to designated sites from the SPD. 	<ul style="list-style-type: none"> Noted. Notified Natural England about scope of Parking SPD and asked if wanted to comment further. No further comment received in response. 	<ul style="list-style-type: none"> Natural England state no requirement for Strategic Environmental Assessment.
Patching Parish Council (33)	<ul style="list-style-type: none"> Patching Parish Council (PPC) broadly supports the SPD. Welcome approach of parking calculator and two principles (for residential development) to determine parking requirements. PPC considers this approach will support compliance with Patching NDP policy and objectives. Consider ward data too coarse and that Findon parish data will be disparate and not reflective of Patching community. PPC considers further emphasis needed on the application of the two principles due to coarseness of data used for parking calculator. 	<ul style="list-style-type: none"> Welcome the support for the approach taken and that Parish Council view is this will support NDP policies. Note particular concerns around on street parking and visitor parking in Patching. Ward is smallest unit where Census data is available for car ownership by type of dwelling. Review wording in guidance on the parking calculator. Agree that on street parking problems are significant issue across SDNPA communities. Add wording to make explicit 	<ul style="list-style-type: none"> Principle of parking provision on site to avoid additional on street parking, to be made explicit through adding wording to new paragraph 3.2. Add wording in new paragraph 5.1 to make explicit that parking calculator is a starting point and a guide and decision makers will still need to exercise their judgement in determining parking provision.

Individual or Organisation making the Representation (Rep Number)	Issue raised	SDNPA response	Proposed action
	<ul style="list-style-type: none"> Support the application of the two principles in determining parking provision for non-residential development. PPC welcomes highlighting of the Local Plan policies that are of particular relevance to the SPD. Opportunity for SPD to provide further emphasis on the impact of on street parking on rural character of SDNPA communities. PPC note reference in SPD to public parking and SD22. PPC would wish to see greater and specific emphasis on avoidance of increasing traffic movements through and within communities in relation to public parking. 	<p>that new development needs to provide parking on site to meet demand and avoid adding to existing on street issues.</p> <ul style="list-style-type: none"> Avoiding traffic movements through and within communities as a result of public visitor parking is a matter for the highway authority. SDNPA will seek to assist with solutions including through the guidance in the SPD requiring on-site parking to meet the demand at new development to avoid adding to existing on street issues. 	
Richard Alderman (34)	<ul style="list-style-type: none"> Comments with particular reference to Hill View, East Meon. Importance of garage area at the top of Hill view providing parking and overflow for land to the south. Please could you ensure this area is safeguarded/improved for much needed parking in the area. 	<ul style="list-style-type: none"> Noted comments and concerns about parking issues in Hill View and the importance of the specific area of garages. SPD cannot provide safeguarding for specific areas. However, as general principle SPD requires on-site parking provision to meet the need of the development and avoid adding to existing on street parking issues. Add wording to make this more explicit and for applicants to demonstrate 	<ul style="list-style-type: none"> Add wording as a general principle to new paragraph 3.2 to make explicit that all necessary vehicular parking will be on-site to avoid additional on street parking and; that applicants will need to demonstrate understanding of current parking demand in the local area to avoid additional on street parking.

Individual or Organisation making the Representation (Rep Number)	Issue raised	SDNPA response	Proposed action
		understanding of current parking demand in the local area.	
Roger Mullenger (35)	<ul style="list-style-type: none"> Are "staff" defined as (the) maximum number on site at one time(s)? Does this take account of shift patterns and more remote working? 	<ul style="list-style-type: none"> SPD does require site specific assessment to take into account peak periods of demand. There is no definition for staff in the SPD. Review wording for non-residential section in relation to staff parking provision. 	<ul style="list-style-type: none"> Add wording in new paragraphs 8.6 and 8.11 to add further detailed guidance for parking provision, including for staff.
Rowlands Castle Parish Council (36)	<ul style="list-style-type: none"> In general, Council welcomed the SPD's proposed calculation methods and prioritisation of the need for sufficient parking space, given vehicle use/ownership are likely to be features of daily life for some time yet. Council surprised that, unlike EHDC Vehicle Parking Standards, no guidance on parking provision for fuel stations, in particular those with an integrated shop, or sites for gypsy, travellers and travelling showpeople, or mobile home parks. Council gratified that SPD recognises garages often put to other uses than parking and (i) that (other forms) of parking provision (are) best provided (ii) garage when provided counted as third of space. 	<ul style="list-style-type: none"> Welcome general support for approach taken by the SPD. Table 2 in SPD for non-residential is not exhaustive. Preceding paragraphs state need for site specific assessments in determining parking provision and these would be used for the types of use described by the Parish Council. Welcome support for approach on garages. 	<ul style="list-style-type: none"> None.
Sheet Parish Council (37)	<ul style="list-style-type: none"> Concerned regarding new development where roads are private and under control of a management company. 	<ul style="list-style-type: none"> Note concerns about new development with "un-adopted" 	<ul style="list-style-type: none"> When granting planning permission, SDNPA will be satisfied that, the residential

Individual or Organisation making the Representation (Rep Number)	Issue raised	SDNPA response	Proposed action
	<ul style="list-style-type: none"> Management company can impose restrictions to prevent parking of certain types of vehicle e.g. vans. These vehicles are then parked on nearby streets, creating or adding to, local parking issues. This means that the parking associated with the planning consent is effectively reduced. 	private roads and potential for restrictions to effect parking.	scheme has sufficient parking to accommodate the needs of the development. A general condition can be included that the parking shown on a site plan is provided and retained. However, the behaviour of a management company, such as restricting the parking of vans, is ultra vires to the Local Plan, the Parking SPD and the planning process, if there is no action contrary to approved plans and conditions. This is a civil matter rather than a planning issue.
Simon Auty (38)	<p>Comment on paragraphs 4.1/4.2.</p> <ul style="list-style-type: none"> SPD should define the algorithm that is implemented in the spreadsheet. Process should be clearly explained in words, possibly also with relevant equations. I think it is important that users of the spreadsheet understand what it is doing. Users will then have more confidence in the results from the spreadsheet, and will be better able to use the results from it, as described elsewhere in the document. 	<ul style="list-style-type: none"> Provide more information on the data the parking calculator uses and how it works. 	<ul style="list-style-type: none"> Add further detail about the parking calculator, as well as further explanation of the output by decision makers, in new paragraphs 5.1 and 5.2.
Simon Dear Waverley Borough & Haslemere Town Councillor (39)	<ul style="list-style-type: none"> In my view, parking policy etc. should follow the standards set down by the democratically elected, relevant Borough Council in which 	<ul style="list-style-type: none"> NPPF provides for and encourages planning authorities to set local parking standards 	<ul style="list-style-type: none"> None.

Individual or Organisation making the Representation (Rep Number)	Issue raised	SDNPA response	Proposed action
	<p>the land sits and no discrimination should take place either for, or against, any form of transport simply as a result of being in the SDNP.</p> <p>You take on too much as an unelected body, being merely appointed members and officers.</p>	<p>within their area. Parking SPD is therefore wholly within the remit of SDNPA as the local planning authority for the National Park.</p> <ul style="list-style-type: none"> The Parking SPD continues the landscape led approach of the South Downs Local Plan and provides continuity and consistency across the National Park in setting local standards for parking within this protected landscape. 	
South Downs Network (40)	<p>Overall focus of submission is reducing reliance on the motor vehicle due to the effect of emissions on climate change.</p> <ul style="list-style-type: none"> Provision should be made for parking laybys for delivery vehicle. The surfacing of all car parking should use porous surfaces and not tarmac. This would reduce surface water run off (flooding) and reduce the use of tarmac which is partly made from a fossil fuel by-product (bitumen) Provision should be made for electric motorcycle parking. Public car parks and on street parking should also include electric charging points for cars 	<ul style="list-style-type: none"> Agree that change to forms of transport that reduce the impact on climate change is very important. In this regard, the SPD supports the switch to electric vehicles. However, the SPD also recognises in the short to medium term private cars will continue to make up a significant number of journeys in the rural areas of the National Park where public transport coverage is poor. SPD requires provision for visitor parking and this can be used by delivery vehicles rather than separate dedicated spaces 	<ul style="list-style-type: none"> Guidance on EV charging to be added in new section 4. Minimum dimensions for spaces to be added to new section 11 Parking Dimensions. New Cycling section to be added (new section 6); Cycle parking standards to be reviewed and new figures to be provided in revised Tables 1 & 2 and new section 7 Disabled Parking. Dimensions for cycle parking in new section 11. Parking space dimensions to cross reference Cycle Infrastructure Design,

Individual or Organisation making the Representation (Rep Number)	Issue raised	SDNPA response	Proposed action
	<ul style="list-style-type: none"> Commercial development and tourist sites should make provision for bicycle charging points Parking provision should be made for bus facilities and turning circle space in larger commercial and residential developments. Bus layby parking should be provided for all small & medium sized developments Address parking demand for changes of use from agricultural to Class E (commercial, business, service), Class B2 (General Industrial), B8 (Storage & Distribution). Parking provision for tourism/shops ensuring suitable provision following change of use. Parking provision for festival concert sites/out of town developments, avoid large car parks in out of town locations and encourage use of trains and buses for getting to/from venues. Provide suitable parking for people with children and prams in all types of development. Maximise cycling parking in all developments as encourage change in behaviour towards more active transport methods, including secure and overnight parking. Flats/houses should have secure cycling parking spaces at rate of one per bedroom. Where there is good public transport parking allocation should be discouraged. 	<p>that will only be used intermittently.</p> <ul style="list-style-type: none"> Further detailed guidance on the design of parking will be in the forthcoming Design SPD. Guidance on EV charging to be added. Guidance on bus and larger vehicle turning circles is provided in existing technical guidance and would be part of detailed discussions at application stage. Strategic discussions between the local transport/highways authority and bus companies would determine locations and provision of bus stops. Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) permits development for change of use of agricultural buildings to “flexible commercial use” that includes Class E (old A1/2/3, B1 uses), and B8. These specific changes of use are permitted development under the 	<p>Local Transport Note LTN 1/20 July 2020.</p> <ul style="list-style-type: none"> To ensure car clubs are considered in parking provision, wording to be added at new paragraph 5.5.

Individual or Organisation making the Representation (Rep Number)	Issue raised	SDNPA response	Proposed action
	<ul style="list-style-type: none"> • Cycle parking at bus and railway stations should be enclosed structures for percentage of forecasted users. • Encourage car clubs and reference in SPD. • Support references to NPPF, relevant Local Plan policies, NDP parking policies and the design principles. Also support: parking part of design process from the start, use of two principles, including a lower parking provision where conditions may exist to do so; local studies looking at transport options as part of evidence for lower parking provision and; creating new active travel routes linking to sustainable transport network for better connectivity and options other than the private car. • Recommend that unless there is evidence proving it is logistically or economically unrealistic, electric vehicle charging facilities must also be provided. • Residential parking, SPD does not actively encourage reducing number of car parking spaces where there are good transport links. • Garages concerned that built but never used for garaging. • Requirements for disabled parking should be clearly documented. • Public parking; design should minimise visual impact; secure parking and EV charging 	<p>Regulations. Therefore, South Downs Local Plan policy and the Parking SPD cannot be applied in this specific circumstance.</p> <ul style="list-style-type: none"> • Parking provision at shops/tourism locations/festival concert sites/out of town developments is covered in the non-residential section, unless this is for permitted development change of use (see previous bullet point). SPD requires that site specific assessment be carried out for all these types of development along with applying specific standards where listed in Table 2. • Add parking dimensions to SPD to ensure spaces are suitable for people with children and prams. For non-residential development site specific assessment considers needs of different users. • Cycle spaces for residential and non-residential development will be reviewed in light of recent Government guidance. 	

Individual or Organisation making the Representation (Rep Number)	Issue raised	SDNPA response	Proposed action
	provided; include parking for car sharing schemes; providers should be encouraged to enter into arrangements for cycle share schemes.	<ul style="list-style-type: none"> • SPD allows for lower parking provision where robust evidence provided that the correct conditions exist. • Guidance in the SPD applies to new development. Existing cycling parking provision at bus and railway stations is a matter for the operators of those facilities. • Review whether SPD could require space for car clubs. • Welcome support for the various elements of the SPD. • Guidance on EV charging to be added. • SPD allows for lower parking provision where robust evidence provided that the correct conditions exist. SPD recognises that provision for private cars needs to be made to avoid adding to existing on street parking issues. • Agree with comment on garages, SPD only counts garages as third of space therefore significantly preferring other types of parking provision. 	

Individual or Organisation making the Representation (Rep Number)	Issue raised	SDNPA response	Proposed action
		<ul style="list-style-type: none"> • Agree, add wording on dimensions of disabled parking spaces. • Requirements for public parking are covered in policy SD22 of the Local Plan. 	
Susan Garnett (41)	<ul style="list-style-type: none"> • Concerned about commuter parking, particularly for Bramshott and Liphook as well as Petersfield. • Stations and town centres need adequate parking. • Increased commuter parking at Liphook from Borden housing development. Commuters need to drive in absence of good links from settlements by public transport. 	<ul style="list-style-type: none"> • SPD requires on-site parking provision to meet the need of the development and avoid adding to existing on street parking issues. This would include new development nearby to railway stations. • Adequate parking at, and providing public transport connections to, railway stations is a matter for the local transport authority and Network Rail. More generally, SDNPA will work in partnership with these bodies, where assistance can be given, in finding solutions to the commuter parking issue. 	<ul style="list-style-type: none"> • None.
Titchborne Parish Council (42)	<ul style="list-style-type: none"> • Titchborne PC fully supports the rationale of the Parking SPD. 	<ul style="list-style-type: none"> • Welcome support and noted. 	<ul style="list-style-type: none"> • None.
West Sussex County Council (43)	<ul style="list-style-type: none"> • Para 2.7 No indication of levels/percentage of spaces to be provided with EV charging points. 	<ul style="list-style-type: none"> • Agree, guidance on EV charging to be added. 	<ul style="list-style-type: none"> • Guidance on EV charging to be added in new section 4.

Individual or Organisation making the Representation (Rep Number)	Issue raised	SDNPA response	Proposed action
	<ul style="list-style-type: none"> • Paras 3.11/12 Recommend parking survey for the area if lower provision being proposed than indicated by the parking calculator. A scheme proposing a lower provision should also be directed to the respective Highways Authority. • Para 4.4 Garages – 1 garage to be counted as third of parking space. No mention of how this is included in the parking calculator or factored into allowing for this in meeting overall parking demands. • Para 5.1 Clarify the basis on which 5% for disabled parking has been derived. • Para 5.2 May be appropriate to include dimensions for disabled spaces if on-plot provision is expected to ensure accessibility. • Para 6.3 Reference should also be made to cycle parking provision, and that this is covered and secure. • Para 7.1 Recommend parking surveys follow the Lambeth Methodology • Table 2 Clarify whether references to use align with the updated use classes that came into effect on 1/9/2020 (Explanatory memorandum 2020 No.757) • WSCC would look for the SPD to include guidance and standards on EV charging. 	<ul style="list-style-type: none"> • Agree, add wording regarding parking survey required if proposing lower provision than the output from the parking calculator as the starting point. • Parking calculator is used to help determine the amount of parking needed. The applicant can decide whether to use garages to meet the parking demand for the site. However, as SPD states a garage counts only a third of space towards parking provision. Therefore, more spaces of other types would be required to make up the shortfall. • Disabled parking figure follows that used in West Sussex parking guidance. • Add dimensions of disabled parking. • Cycle parking for residential and non-residential development will be reviewed in light of recent Government guidance. • Add wording to reference Lambeth Methodology. 	<ul style="list-style-type: none"> • Add wording to new paragraph 3.12 requiring parking survey if provision lower than output from the parking calculator. • Minimum dimensions for spaces to be added to new section 11 Parking Dimensions. • New Cycling section to be added (new section 6); This section to cross-reference and comply with the guidance in Cycle Infrastructure Design, Local Transport Note, LTN 1/20, that covers matters including security and provision of covered cycle parking. • Add wording to new paragraph 9.1 that parking capacity surveys should be carried out using the Lambeth Methodology.

Individual or Organisation making the Representation (Rep Number)	Issue raised	SDNPA response	Proposed action
		<ul style="list-style-type: none"> Types of development in Table 2 cover the use classes as updated in September 2020. 	
Jill Lee, Winchester City Council Planning Policy (44)	<ul style="list-style-type: none"> Thank you for the opportunity to comment on your recent parking SPD. I can confirm that we have no comments to make. 	<ul style="list-style-type: none"> Noted. 	<ul style="list-style-type: none"> None.

Appendix 2

Draft Parking SPD: Summary of comments received February-March 2021 and officer comments

Individual or Organisation making the Representation (Rep Number)	Issue raised	SDNPA response	Proposed action
Arundel Town Council, Interim Planning Advisory Committee (45)	<ul style="list-style-type: none"> The Committee are in full support of this document 	<ul style="list-style-type: none"> Welcome support and noted 	<ul style="list-style-type: none"> None
Bramber Parish Council (02a)	<ul style="list-style-type: none"> 6.2 Table 1 below sets out the minimum recommended levels of cycle parking provision for new residential development (reflects wording in Table 11-1 of Local Transport Note 1/20) Table 1 – Minimum cycle space provision, new residential development 	<ul style="list-style-type: none"> Cycle Infrastructure Design, Local Transport Note (LTN) 1/20 uses the wording “suggested minimum” in Table 11-1. The SPD is consistent with LTN 1/20. Footnotes 10/11, below Table 1 in the SPD, clarify this point. 	<ul style="list-style-type: none"> None
Bramshott and Liphook Parish Council (03a)	<ul style="list-style-type: none"> Clarifying issue raised in first consultation concerning inadequate parking provision at transport interchanges. 	<ul style="list-style-type: none"> Agreed. Suitable parking provision needed at transport interchanges. However, the SPD guides new development. Requiring existing transport interchanges to increase their parking provision is outside the scope of the SPD. If redevelopment of a transport interchange is proposed, site assessment, as stated by paragraph 8.2 in the SPD, will be required. The site assessment 	<ul style="list-style-type: none"> None

Individual or Organisation making the Representation (Rep Number)	Issue raised	SDNPA response	Proposed action
		<p>will include understanding existing parking demand in the local area of the site to determine the appropriate level of parking, as stated in paragraph 8.2.</p> <ul style="list-style-type: none"> • Adequate parking at, and providing public transport connections to, railway stations is a matter for the local transport authority and Network Rail. 	
Buriton Parish Council (04a)	<ul style="list-style-type: none"> • Amend Ward name to Buriton & East Meon in drop down list in the Parking Calculator (point 1) • Concerns about use of the parking calculator, including interpretation of wording at paragraph 3.2 and 5.1 (points 2-9) • Rounding down of spaces in paragraph 5.4 must not happen (point 10) • Storage structures for cycle parking; Paragraph 6.3 no mention of design; suggest larger garage size to accommodate cycles. • Greater emphasis on permeable surfaces for parking 	<ul style="list-style-type: none"> • Ward name to be amended in Parking Calculator drop down list • Paragraphs 3.1 and 5.1 both state the output from the parking calculator is only one factor for decision makers in determining parking provision for residential development. Decision makers will need to exercise judgement and the process will include a range of other information as stated. Paragraph 3.2 is read in the widest sense as covering all types of development from single to large multiple dwelling schemes. In some cases with a 	<ul style="list-style-type: none"> • Amend Ward name to Buriton and East Meon in the Parking Calculator.

Individual or Organisation making the Representation (Rep Number)	Issue raised	SDNPA response	Proposed action
		<p>single dwelling parking on the plot may be impractical. Guidance is flexible to allow decision making on a case-by-case basis. In respect of the Sustainable location principle, this is stated in paragraph 3.12. SPD states in paragraph 3.5 that a lower quantum of development may be required. As stated this is where accommodating parking provision to meet the need of the level of development will have an adverse landscape impact i.e. proposals will have to change to have lower level of development with resultant less parking.</p> <ul style="list-style-type: none"> • Standard mathematical procedure used to round up or down the output from the parking calculator as explained in paragraph 5.4. However, key point is overarching principle in paragraph 3.1 where all factors taken into account and the output from the parking calculator is only one consideration. 	

Individual or Organisation making the Representation (Rep Number)	Issue raised	SDNPA response	Proposed action
		<ul style="list-style-type: none"> Forthcoming Design SPD will provide guidance on the design of cycling parking as stated at the end of paragraph 6.3. Paragraph 5.7 states the garage size is a minimum requirement. Design SPD will include guidance on larger garage spaces for cycles. Forthcoming Design SPD will provide guidance on design of spaces, as stated in paragraph 3.8, including sustainable drainage and the use of permeable surfaces. 	
Debbie Evans (08a)	<ul style="list-style-type: none"> Follow up on parking calculator query raised concerning number of spaces provided for development in a specific example – 20 x 3 bedroom (5 habitable room) dwellings with 2 spaces allocated per dwelling. Concerned about under provision of visitors space in example. 	<ul style="list-style-type: none"> The output of the parking calculator is in the context of the key principles of the guidance. Parking provision will be determined using the two principles of landscape led and sustainable location in conjunction with the output from the parking calculator for residential development (paragraph 3.1) and all necessary vehicular parking should as far as practicable be on-site to avoid additional on street parking (paragraph 3.2). 	<ul style="list-style-type: none"> None

Individual or Organisation making the Representation (Rep Number)	Issue raised	SDNPA response	Proposed action
		Paragraph 5.1 further explains use of the parking calculator as a starting point and guide. Further decision makers must take into account all relevant information, of which the parking calculator is one part.	
Denis Bass (46)	<ul style="list-style-type: none"> No comment 	<ul style="list-style-type: none"> Noted. 	<ul style="list-style-type: none"> None
Elsted and Treyford Parish Council (47)	<ul style="list-style-type: none"> Paragraph 2.11, suggest amending end of last sentence to “have greater weigh”, rather than “be taken into account” in relation to conflict between different sets of parking standards. 	<ul style="list-style-type: none"> The wording comes from legal opinion on the specific relationship between sets of policies, in this case parking standards, in different plans. Current wording defers to the latest parking standards. Retain current wording as this is in line with the legal opinion. 	<ul style="list-style-type: none"> None
Marguerite Oxley, Environment Agency (10a)	<ul style="list-style-type: none"> No comment. 	<ul style="list-style-type: none"> Noted. 	<ul style="list-style-type: none"> None
Findon Parish Council (12a)	<ul style="list-style-type: none"> Supports content and no further comments 	<ul style="list-style-type: none"> Welcome support. 	<ul style="list-style-type: none"> None
Fittleworth and District Association (48)	<ul style="list-style-type: none"> Thank you for opportunity to comment no matters that wish to raise. 	<ul style="list-style-type: none"> Noted. 	<ul style="list-style-type: none"> None
Fittleworth Parish Council (13a)	<ul style="list-style-type: none"> Thank you for addressing our queries on the draft. 	<ul style="list-style-type: none"> Noted. 	<ul style="list-style-type: none"> None
Graham Beck (49)	<ul style="list-style-type: none"> Garages, or perhaps carports, are best for achieving objectives of parking being well 	<ul style="list-style-type: none"> For the reasons stated in paragraph 5.6, forms of parking 	<ul style="list-style-type: none"> None

Individual or Organisation making the Representation (Rep Number)	Issue raised	SDNPA response	Proposed action
	<p>integrated in the public realm and cycle storage being safe and secure.</p> <ul style="list-style-type: none"> • To encourage residents to use the garage for the intended purpose, dimensions should be large enough to accommodate larger family car with at least two cycles. • Introduction of electric car charging means garages will also be used for this purpose. • Current draft guidance is highly likely to exert pressure on developers not to provide any garage spaces leading to greater numbers of car on display, thus creating less pleasant place to live in terms of visual amenity. • Properly constructed garages designed for modern day purposes should be given full credit of one parking space rather one third only. 	<p>provision, other than garages, are preferred in the SPD. There is no guarantee residents will use garages for parking, where they are of the appropriate size to accommodate cars and bicycles as suggested. Developments that include garages still involve provision of parking spaces in other forms. Therefore, there will still be visual impact from parking vehicles. Well-designed parking to minimise visual impact is the approach promoted by the SPD and the forthcoming Design SPD.</p>	
Hambledon Parish Council (50)	<ul style="list-style-type: none"> • Welcome the SPD and clear statement of principles. • Hopes sufficient account taken of likely very significant move in the next 10 years towards use of Electric Vehicles and provision of charging points. 	<ul style="list-style-type: none"> • Welcome support for the SPD. • Standards for Electric Vehicle (EV) charging points are consistent with the guidance in the Sustainable Construction SPD. Agreed that in future, the appropriateness of the standards for EV charging points to be reassessed as part of a review of the Parking SPD. 	<ul style="list-style-type: none"> • None.
Historic England (19a)	<ul style="list-style-type: none"> • Consultation document deals with matters that are beyond the remit and concern of 	<ul style="list-style-type: none"> • Noted 	<ul style="list-style-type: none"> • None.

Individual or Organisation making the Representation (Rep Number)	Issue raised	SDNPA response	Proposed action
	Historic England and consequently, we do not wish to comment on the Parking SPD.		
Lavant Parish Council (51)	<ul style="list-style-type: none"> • LPC strongly supports and welcomes SDNPA initiative in proposing a Park wide car Parking Policy. LPC supports approach for managing existing NDP car parking policies. • “Closed book” Excel spreadsheet calculator badly fails the common sense test and badly serves reputation of the Park Authority. Exactly what does 3.2 car park spaces or 9.6 look like? • We object to what has been presented in the form of the Excel spreadsheet as simply not fit for purpose. We do not understand the outputs in either quantity per type of house or in meaningless fractions. Output comes from closed book approach, have no opportunity to understand if policy or code is at fault for floored output. • LPC concerned possible to manipulate the number of spaces down by massaging the input. • LPC urges SDNPA to continue with the approach but would suggest complete re-think over the proposed Parking Space calculator that from our brief usage produces, to be blunt, stupid answers. 	<ul style="list-style-type: none"> • SDNPA welcomes the support for the overall approach taken by the Parking SPD, including continuing use of NDP parking policies as explained in paragraph 2.11. • SDNPA understands the concerns about the output from the parking calculator, in the light of providing a suitable number of spaces for a residential development and avoid adding to existing on street parking issues. Further guidance to explain the use of the parking calculator has been added following similar concerns being raised in the first consultation on the SPD. Paragraph 3.1 states that parking provision for residential development will be determined using the two principles (landscape led and sustainable location) in conjunction with output from the parking calculator. Paragraph 5.1 further explains that the parking 	<ul style="list-style-type: none"> •

Individual or Organisation making the Representation (Rep Number)	Issue raised	SDNPA response	Proposed action
		<p>calculator is a starting point and a guide. Decision makers will need to include all relevant information, of which the calculator output is one part, in determining parking provision for a residential development. There is no intention that the output from the parking calculator is the sole determinant as stated in paragraphs 3.1 and 5.1.</p> <ul style="list-style-type: none"> Where the output from the parking calculator is a fraction, this will be rounded up or down to a whole space as explained in paragraph 5.4. Therefore, in the example, 3.2 is 3 spaces and 9.6 is 10 spaces. 	
Natural England (32a)	<ul style="list-style-type: none"> Whilst we welcome the opportunity to give our views, the topic of the SPD does not appear to relate to our interests to any significant extent. We therefore do not wish to comment. 	<ul style="list-style-type: none"> Noted 	<ul style="list-style-type: none"> None
Peter Wonson (52)	<ul style="list-style-type: none"> No comment as time and effort will be wasted as SDNPA merely carrying out an exercise, will take no notice and therefore pointless. 	<ul style="list-style-type: none"> Sorry you feel this way about responding to the consultation. This Consultation Statement, published on the SDNPA website summarises all 	<ul style="list-style-type: none"> None.

Individual or Organisation making the Representation (Rep Number)	Issue raised	SDNPA response	Proposed action
	<ul style="list-style-type: none"> (Second response following reply from SDNPA) Thank you for response, appreciate the hard work involved but public confidence in SDNP has plummeted to all time low. 	<p>comments received and gives the SDNPA response with changes made to the SPD as appropriate.</p>	
Phil Belden (53)	<ul style="list-style-type: none"> Emphasis on parking will mean failure to address climate crisis and increasing demands on road system in integrated way – narrow and limited action on parking control is best that can be hoped for. Comprehensive Sustainable Access SPD needed to satisfy outcomes in the South Downs Partnership Management Plan SDNPA needs to be much bolder and more challenging in tackling climate change 	<ul style="list-style-type: none"> The SPD provides guidance on parking at new development, giving detail to policy SD22 Parking, of the South Downs Local Plan. In the short to medium term, motor vehicles will continue to be used in a rural area with limitations on public transport. Motor vehicles will need to be accommodated at new development. On-street parking demand, and dangerous and illegal parking are significant issues for local communities in the South Downs that will worsen without guidance on parking. The SPD sets out expected Electric Vehicle charging points provision (in section 4) and significantly improved levels of cycle parking, in accordance with Government guidance, at new development. This is part of enabling the shift to more climate friendly forms of 	<ul style="list-style-type: none"> None.

Individual or Organisation making the Representation (Rep Number)	Issue raised	SDNPA response	Proposed action
		transport and meeting the objectives of the Partnership Management Plan.	
Polegate Town Council (54)	<ul style="list-style-type: none"> • Thank you for including Town Council Planning Committee in the consultation process, no comments to make. 	<ul style="list-style-type: none"> • Noted. 	<ul style="list-style-type: none"> • None.
Rogate Parish Council (55)	<ul style="list-style-type: none"> • Highlight draft policy T3: Parking in the Rogate and Rake Neighbourhood Plan – new parking to provide sufficient off-street parking. • Clarify Electric Vehicle (EV) charging point provision for public parking. • SPD needs to address parking on verges and congestion of narrow roads around visitor attractions. • On-street parking issues in Rogate, helpful to have meeting between Parish Council, SDNPA and Highways Authority to find a solution. • Could find no reference to Highways Authority and their responsibilities in the SPD. 	<ul style="list-style-type: none"> • Key principle in paragraph 3.2, the SPD requires on-site parking provision to meet the need of the development and avoid adding to existing on street parking issues. • Requiring EV charging points for existing public parking is outside the scope of the SPD, which guides new development. • Parking on verges at existing locations is a matter for the local Highways Authority. • Noted, will pass on request to appropriate colleagues in SDNPA to respond. • NPPF enables local planning authorities to devise local parking standards. The SPD provides National Park standards responding to the landscape led approach of the South Downs Local Plan. When 	<ul style="list-style-type: none"> • None.

Individual or Organisation making the Representation (Rep Number)	Issue raised	SDNPA response	Proposed action
		adopted the SPD will replace the existing Highways Authority policies on parking provision at new development.	
Sompting Estate, Mike Tristram (56)	<ul style="list-style-type: none"> • In general, Sompting Estate Trustees support the SPD. Positive to have capacity in the SPD through overarching principles to reach appropriate solutions for parking. • Surprisingly little guidance on holiday lets, glamping and camping, tourist attractions or diversified business interests. • Rural proofing should be considered in the SPD, for example in relation to the local feasibility of EV charging facilities. • Concern that SPD parking provision for non-residential development (section 8, Table 2) could be misapplied to a small-scale camping and glamping development if whole site boundary included in the floor space calculation; guidance needed on 'major application' criterion in paragraph 4.8. 	<ul style="list-style-type: none"> • Welcome overall support and specific highlighting of the overarching principles, designed to provide flexibility in decision-making. • Section 8 covers all forms of new non-residential development. Specific types of development such as new glamping or tourist developments are required to carry out site-specific assessment and section 8 explains what this involves. The approach is case by case rather than being prescriptive for every detailed type of development, to allow flexibility. • The National Park wide context of the Parking SPD means the rural aspect is inherently considered in developing the guidance for parking provision. The two principles of landscape led and sustainable location that are core to the guidance, by 	<ul style="list-style-type: none"> • Rural proofing, further investigation needed. Speak to KS

Individual or Organisation making the Representation (Rep Number)	Issue raised	SDNPA response	Proposed action
		<p>their nature respond to the rural location of the National Park. The provision of EV charging points is dependent on the practical feasibility of connection to the electricity grid and would be assessed in each separate case. The concept of rural proofing and the guidance cited is to be applied to national Government policy rather than the context of a local planning authority.</p> <ul style="list-style-type: none"> • The context for paragraph 4.8 is policy SD22, criteria 4 in the South Downs Local Plan. This refers to new or extended public car parking in or adjacent to settlements listed in policy SD25 Development Strategy. The example of parking serving a camping and glamping development would be covered by the requirement for site-specific assessment in section 8. 	
Stedham with Iping Parish Council (57)	<ul style="list-style-type: none"> • In general, welcome the Parking SPD as recognised seeking to address an issue that is a blight to many rural communities. • Parking Calculator, developers will consider this a required number to achieve consent; 	<ul style="list-style-type: none"> • Welcome the general support for the Parking SPD. • The output from the parking calculator is only one factor in determining residential parking 	<ul style="list-style-type: none"> • None.

Individual or Organisation making the Representation (Rep Number)	Issue raised	SDNPA response	Proposed action
	<p>Landscape led and Sustainable (Location) need to be clearly defined to avoid confusion around planning decisions; common understanding of quantum is needed.</p> <ul style="list-style-type: none"> • Landscape consideration means if amount of parking not achievable, development oversized and should not be permitted. • Question over reliance on historic Census data. Allow for new development bringing different demographic to an area; would like to understand process used to arrive at Temprow factors, what process to challenge them and frequency they will be reviewed; using historic car ownership data fundamentally flawed. • Agree with garages being treated as third of a space. Suggest this ratio is still too high. 	<p>provision, hence decision makers needing to exercise judgement including all the different factors as explicitly stated in paragraphs 3.1 and 5.1.</p> <ul style="list-style-type: none"> • The quantum of development is the amount. Paragraph 3.5 states if there is an adverse impact on landscape due to parking provision, SDNPA may seek a smaller quantum of development on site. Permission would be refused if parking provision determined to have an unacceptable adverse landscape impact. • As stated, the parking calculator is a guide to levels of future car ownership and is only one factor in determining residential parking provision. Temprow uses different factors including demographic, income and past levels from the Census. Data from Expenditure and Food Surveys and the National Travel Survey is included in the model. The Temprow dataset is amended as required on an infrequent 	

Individual or Organisation making the Representation (Rep Number)	Issue raised	SDNPA response	Proposed action
		<p>basis and the Parking Calculator will be updated at that time.</p> <ul style="list-style-type: none"> • Welcome support for the approach to Garage parking provision. Third of a space reflects evidence from elsewhere. This will be reviewed if new evidence suggests a different number is more suitable. 	
Surrey County Council, Planning (58)	<ul style="list-style-type: none"> • Thank you for consulting Surrey County Council, we have no specific comments to make. 	<ul style="list-style-type: none"> • Noted. 	<ul style="list-style-type: none"> • None.
Stuart York, Designing Out Crime Officer, Hampshire Police (15a)	<ul style="list-style-type: none"> • From crime prevention point of view garage is safest place to park a motor vehicle. Consider making garage a parking space if contains charging points for electric vehicles and cycles and cycle anchor points. • Possible to create examples using Parking Calculator where ratio of flats to spaces is 2:1. Ask that SPD state each dwelling must have at least one parking space to reduce levels of inappropriate parking and give opportunity for EV charging. 	<ul style="list-style-type: none"> • For the reasons stated in paragraph 5.6, forms of parking provision, other than garages, are preferred in the SPD. There is no guarantee residents will use garages for parking, even where they contain EV charging points or provide suitable space for bike storage as suggested. • Key principle in paragraph 3.2, the SPD requires on-site parking provision to meet the need of the development and avoid adding to existing on street parking issues. The output from the parking 	<ul style="list-style-type: none"> • None.

Individual or Organisation making the Representation (Rep Number)	Issue raised	SDNPA response	Proposed action
		calculator is only one factor in determining residential parking provision, hence decision makers needing to exercise judgement including all the different factors as explicitly stated in paragraphs 3.1 and 5.1.	

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Guidance on Parking for Residential and Non-Residential Development Supplementary Planning Document

South Downs Local Plan

April 2021

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I. Introduction

I.1 The purpose of this guidance is to give clear direction to all those involved in the planning decision making process regarding the provision of parking for different types of transportation including cycles, electric bicycles/vehicles and motor vehicles at new development in the South Downs National Park (SDNP). The guidance applies to both residential and non-residential development and, along with some locally specific Neighbourhood Development Plan policies, replaces all previous standards provided by the county councils in the SDNP.

I.2 This guidance is structured as follows:

- National context – National Park legislation and guidance plus the National Planning Policy Framework (NPPF)
- Local context, South Downs Local Plan (SDLP) – approach taken by the Local Plan
- Local context, Neighbourhood Development Plans (NDP) – relationship between this guidance and NDPs
- Principles – outline of the two overarching principles
 - (i) Landscape led principle
 - (ii) Sustainable location principle
- Electric Vehicle charging – guidance on charging points as part of parking provision
- Parking calculator – explanation of the purpose and how to use the parking calculator. The parking calculator for residential development forms Appendix I
- Garages – explanation of how garages will be counted in residential development
- Cycle parking – requirements for residential development and guidance on all aspects of provision
- Disabled Parking - requirements for cycles and vehicles
- Parking for non-residential development - use of the two principles along with table setting out provision for vehicle and cycle parking

I.3 This Supplementary Planning Document (SPD) requires a landscape led approach to parking provision for new development. As explained in the following sections, this approach reflects the purposes and duty of the National Park in the management of development and follows the South Downs Local Plan (SDLP). The guidance when applied to new development should be read within the context of the whole SDLP.

2. Context

National context

2.1 The SDNP is a nationally protected landscape covering an area from Winchester in the west to Eastbourne in the east. This area includes a variety of landscapes including chalk downland, ancient heathland and spectacular coastline with historic market towns and scenic villages.

2.2 The purposes of the South Downs National Park are statutory and take precedence in decision making on development within the National Park. The purposes and duty are set out in the National Parks and Access to the Countryside Act 1949 as amended by the Environment Act 1995. The National Park purposes are:

- To conserve and enhance the natural beauty, wildlife and cultural heritage of the area (purpose 1)
- To promote opportunities for the understanding and enjoyment of the special qualities of the National Park by the public (purpose 2)

The National Park Authority has a duty when carrying out the purposes: To seek to foster the economic and social well-being of the local communities within the National Park.

2.3 In addition, Section 62 of the Environment Act 1995 also requires all relevant authorities, including those required to act on certain matters by statute and other public bodies, to have regard to these purposes. Section 62 also states that if it appears there is a conflict between the two purposes, greater weight shall be attached to conserving and enhancing the natural beauty, wildlife and cultural heritage of the area (purpose 1).

2.4 The National Planning Policy Framework (NPPF) states that great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks. The NPPF in section 9 states that transport issues in general must be taken into account in the earliest stages of development proposals. More specifically parking is integral to the design of development and contributes to making high quality places.

2.5 Paragraph 105 of the NPPF sets out the approach to be taken where a planning authority sets out local parking standards for residential and non-residential development. Policies should take into account the following:

- the accessibility of the development;
- the type, mix and use of development;
- the availability of and opportunities for public transport;
- local car ownership levels; and
- the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

Local context - South Downs Local Plan (SDLP)

2.6 The SDLP is landscape led and seeks to deliver multiple ecosystem services. This reflects the purposes of national parks to conserve and enhance the natural beauty, wildlife and cultural heritage of the area and to promote opportunities for the understanding and enjoyment of the special qualities.

- 2.7** This SPD gives guidance on addressing the requirements of Local Plan policy SD22: Parking Provision, criteria 2: “Development proposals will be permitted if they provide an appropriate level of private cycle and vehicle parking to serve the needs of that development in accordance with the relevant adopted parking standards for the locality. Wherever feasible, electric vehicle charging facilities must also be provided.”
- 2.8** The supporting text at paragraph 6.44 reiterates that the level of parking provision needs to be appropriate in accordance with the relevant adopted parking standards for the locality.
- 2.9** It is worth highlighting the relevance of particular Local Plan policies in relation to this SPD aside from SD22. Policies SD4: Landscape Character and SD5: Design are key in outlining the landscape led approach taken in this guidance. Policy SD21 Public Realm, Highway Design and Public Art protects and enhances the public realm and street scene and this space invariably includes vehicle parking. The requirements of policy SD21 criteria 3 and 4 relating to site layout and context are important in relation to parking arrangements. Core policy SD2: Ecosystem Services is also relevant as new parking areas provide an opportunity to contribute to a range of ecosystem services. Paragraph 6.39 of the supporting text to policy SD22 reiterates the expectation that parking areas will contribute to a range of ecosystem services.

Local context - Neighbourhood Development Plans

- 2.10** There are over fifty made or emerging neighbourhood development plans (NDP) in the National Park. Some NDPs have a parking policy that set a local standard for parking provision while others have a more general policy. There is a widespread concern that development will add to existing on street congestion caused by parking in some settlements. NDP policies on parking commonly seek to address this issue by requiring off street parking in new development.
- 2.11** This SPD provides the detail of parking standards for policy SD22 of the SDLP. Where relevant, in decision making, all parking policies in NDPs will be taken into account along with the guidance provided in this SPD. Where there is conflict between different sets of standards then those set out in the last policy document to become part of the development plan will be taken into account.

3. Principles

- 3.1** The overarching principles that form this guidance are ‘landscape led’ and ‘sustainable location’. **In determining parking provision, the two principles should be used in conjunction with, the outputs from the parking calculator for residential development, or Table 2 for non-residential development.** For residential schemes, these two principles will be applied to a development proposal, plus the parking calculator, and together these will form the guidance for determining parking provision. For non-residential schemes, the two principles will be applied along with the parking numbers in table 2 below to determine provision. In decision, making a flexible approach will be taken in using the two principles along with the numbers generated by the parking calculator or

table 2 as appropriate to the scheme. The decision making process for determining parking provision will also include other information such as parking conditions in the local area, availability and frequency of public transport and access to, and opportunity to use, other transport modes. Each principle, including the flexible approach to be taken, is explained further below.

- 3.2** A further key principle is that the provision of all necessary vehicular parking should as far as practicable be on-site to avoid additional on street parking. All applicants will need to demonstrate an understanding of current parking demand in the local area as part of ensuring the scheme will avoid additional on street parking.

(i) Landscape led - principle

- 3.3** The National Park Authority takes a landscape led approach and this is carried forward to the guidance provided in this Parking SPD. Landscape led is a design process, which, at any scale, uses landscape as a framework for evidence of a site and its context, and is used to create a complete understanding of a place, its character and function. Design evolves using this understanding, maximising the site's potential to generate development, which successfully conserves and enhances the natural beauty, wildlife and cultural heritage of the area and creates sustainable and successful places for people. Strategic policies SD4 and SD5 of the Local Plan are particularly relevant in setting out the landscape led approach. Detailed guidance on the landscape led approach is also provided in the Design Guide SPD, which is due to be published for consultation in winter 2020/21.
- 3.4** For determining parking provision for residential development, this SPD uses a parking calculator in addition to applying the two principles. The parking calculator forms Appendix I of this guidance and is further explained in a separate section below at paragraph 5.1. This parking calculator provides a starting point in determining the number of parking spaces that may be suitable for a specific residential development proposal. The results from the parking calculator are a guide and may need to be varied due to the need to put landscape considerations first in determining parking provision.
- 3.5** Concerns about the impact on landscape of parking provision within a proposed residential development is a situation that may require alteration to the intended scheme and flexibility in the application of the number from the parking calculator. For example, in some locations attempting to incorporate the number of spaces suggested by the parking calculator in the proposed scheme could have an unacceptable adverse impact on the landscape. Again, in some locations the option of lower parking provision may be unacceptable as alternative means of travel such as public transport may be very limited. A lower parking provision could also likely result in greater on street parking in adjacent parts of the settlement causing congestion or unacceptable visual impact on the street scene. In this type of situation, SDNPA may seek a smaller quantum of development on the site due to resultant adverse landscape impacts. This in turn would generate a lower level of parking

provision than originally suggested by the parking calculator for the original scheme. Hence, the need for an iterative, landscape led approach at the start of the design process.

3.6 The SDNPA takes this flexible approach to the application of the result from the parking calculator in specific circumstances with landscape considerations justifying the alteration of residential schemes where appropriate. This is to avoid harm to the landscape through visually intrusive parking provision in sensitive locations where the negative impact cannot be overcome through the design and arrangement of the proposed scheme.

3.7 It is expected that development proposals will integrate parking provision as part of the overall landscape led approach. Parking provision is to be considered from the start of working up development proposals and is not to be treated in isolation separate from the rest of the scheme. This approach is consistent with Local Plan policy SD5: Design.

3.8 The following are points that need to be considered when designing a scheme to meet the requirements of SDLP policy SD5. The design should also take into account the guidance in all the Supplementary Planning Documents (SPDs) and Technical Advice Notes (TANs), in particular the forthcoming Design SPD and the Dark Night Skies TAN:

- All parking design to be landscape led with layouts and materials responding to the landscape character of the place.
- All parking provision should be durable, sustainable and adaptable over time to meet the needs of a range of users.
- Car parking should be well integrated and the result must not be a public realm dominated by cars, hard standing and associated clutter.
- Car parking areas and cycle parking should maximise opportunities for enhancing green infrastructure and sustainable drainage. Development layouts and detailed design should minimise the opportunities for anti-social car parking on pavements and green spaces.
- Layouts should avoid the use of “tandem parking” in providing spaces at a development
- All residential parking should be safe, accessible for all and overlooked with good natural surveillance from nearby buildings and the public realm.
- Natural surveillance within and without, should not be obscured by planting within the parking area or at the periphery.
- To facilitate natural surveillance during the hours of darkness the lighting of parking areas should follow all the relevant technical guidance.
- Where appropriate, access/egress to parking areas should be regulated with a single point of entry/exit, and to that end, depending on the site characteristics, enclosed within a robust boundary treatment between 1m and 1.8m high.
- Cycle storage for residents and users of non-residential buildings should be safe and convenient to use, secure and sheltered from the elements with good natural surveillance from the nearby buildings and the public realm. Wherever possible, cycle parking for residential development should be within the curtilage of the dwelling.

- 3.9** In addition, from the beginning of the process the design needs to include consideration of policy SD2 and how the parking areas will contribute to ecosystem services.

(ii) Sustainable location - principle

- 3.10** The National Park Authority supports and encourages more sustainable forms of travel¹ whilst recognising that outside the larger settlements public transport coverage can be poor with a heavy reliance on private vehicles to get around. The five main settlements identified in the SDLP are Petersfield, Lewes, Liss, all of which have a railway station, and Midhurst and Petworth which do not. All five settlements are more sustainable relative to the rest of the National Park in offering a higher level of services and access to public transport options, either bus and/or rail.
- 3.11** In some situations, conditions may exist that allow a flexible approach to applying the number from the parking calculator to a residential development proposal. For example, sustainable locations that have access to public transport options and/or connections to local facilities and amenities using active modes of transport such as cycling and walking. In these locations, it is likely to expect a lower level of parking provision because of the travel options that are easily accessible and offer an alternative to the private vehicle. These more sustainable locations are likely to be in the larger settlements in the National Park. However, there is no assumption made that being located in one of the five settlements, a site will be more sustainable by default. Each site will be assessed on its merit as to the sustainability of the location under this principle.
- 3.12** Whether conditions exist in a location to justify a lower parking provision than suggested by the parking calculator would need to be determined on a case by case basis. The applicant will require robust evidence to justify a lower parking provision, including a parking survey for the local area. This evidence could include a study of existing travel options within the immediate locality of the proposed development. Alternatively, the proposed development may be creating new active travel routes linking to the existing network offering better connectivity and options other than using the private car. In that case, the evidence provided would need to show robustly how the creation of new routes and connectivity justifies a lower parking provision.
- 3.13** Applicants seeking a lower parking provision for a residential scheme are advised to enter into discussions with officers of the SDNPA at the earliest opportunity through the pre-application enquiry process.

4. Electric Vehicle Charging

- 4.1** This section provides guidance for the application of SDLP policy SD22 criteria 2 that states for new developments “Where feasible, electric vehicle charging facilities must also be provided.” This section, and other references to Electric Vehicle (EV) charging in this document, compliment the guidance in the Sustainable Construction SPD on EV charging.

¹ South Downs National Park Authority, Partnership Management Plan, Outcome 5.3 Encouraging Sustainable Transport

The guidance, in this document and the Sustainable Construction SPD, should both be read when determining provision at new development for EV charging.

- 4.2** To clarify the phrase “Where feasible” in policy SD22, criteria 2 and 4. The expectation is that the applicant will provide EV charging in accordance with at least the minimum standards in the guidance. Applicants will be encouraged to exceed these minimum standards wherever possible. Where providing EV charging for parking provision is unfeasible, the onus is on the applicant to justify with robust evidence this is the case, for example, issues connecting to the local electricity network.
- 4.3** For residential development in addition to the guidance in the Sustainable Construction SPD. The expectation is for houses that are detached, semi-detached or end of terrace EV charging will be provided on plot. For mid-terrace houses, the expectation is an EV charging point will be provided as part of an allocated space, within close proximity and having easy access to the dwelling.
- 4.4** The expectation is for flats that an EV charging point will be provided for each parking space serving those dwellings.
- 4.5** For non-residential development, the expectation for EV charging is twofold. Firstly, for developments with at least 10 car spaces there should be at least one EV charge point. The site-specific assessment should consider whether a higher ratio of car parking spaces providing EV charging is suitable for the development. EV charging points to be for rapid charging unless site specific assessment determines a combination with standard charging would be suitable e.g. if there will be all day or overnight parking. Secondly, for major non-residential development² at least one in every five car parking spaces be fitted with ducting infrastructure for EV charging. The site-specific assessment should consider whether all spaces or at least a greater proportion than one in every five spaces, can be fitted with ducting infrastructure. Retrofitting these car parking spaces as future demand for EV charging increases then becomes easier and more economical.
- 4.6** For cycle parking at residential development. For houses, the expectation is that EV charging for e-bikes will be provided as part of the on plot cycle parking spaces. For flats, the expectation is that all cycle parking spaces will be provided with EV charging points for e-bikes.
- 4.7** For cycle parking at non-residential development the expectation is that each cycle parking space will be provided with EV charging points for e-bikes.
- 4.8** For public parking, as referred to in policy SD22 criteria 4. The expectation is that for public parking with at least 10 spaces there should be at least one EV charging point. If the public car park qualifies as major non-residential development, (see footnote 2) in addition ducting infrastructure should be installed for at least one in every five spaces. The EV

² Definition from Sustainable Construction SPD page 5, paragraph 1.24, Major non-residential development includes: All new non-residential development which either provides additional floor space of at least 1000 sqm or is on a development site of at least 0.5ha.

charging will be for rapid charging unless there will be longer stays through the day or overnight parking where an additional provision of standard charging facilities may also be suitable.

5. Residential Parking

Parking calculator

- 5.1** This section explains how the parking calculator is to be used for residential development. The output from the parking calculator is a starting point and a guide for determining parking provision on a residential site. Decision makers will need to exercise judgement in determining parking provision by applying the two principles, landscape led and sustainable location, to the output from the parking calculator. The decision making process will also include other information such as parking conditions in the local area, availability and frequency of public transport and access to, and opportunity to use, other transport modes.
- 5.2** The parking calculator uses car ownership data from the Census and data on future levels of car ownership from a modelling tool to predict site-specific parking demand. Data on the type and tenure of dwellings, and the provision of allocated and unallocated parking at the site are all entered into the parking calculator. Car ownership varies significantly by type and tenure of dwellings and therefore this information is important in determining the level of parking demand at a site. Allocated in relation to car parking means that a space is designated as being for a specific dwelling whether on or off plot. Understanding the amount of allocated parking proposed at a site is important as car ownership varies even for the same type of property. Unallocated parking allows anyone whether resident or visitor to park in the space.
- 5.3** The parking calculator forms Appendix I of this guidance. In practical terms, it is a separate document in the form of an Excel spreadsheet. Further instructions on how it is used can be found in the Excel spreadsheet. Firstly, using the drop down menu enter the ward name. The ward is the primary electoral unit in England and is the geographical area for the Census data, which forms the basis of the parking calculator. If you are unsure which ward and have a postcode for the address, follow the link in the parking calculator to the online look up. Follow the instructions on that website, enter the postcode and the ward details will be provided. The ward can then be entered. The parking calculator uses varying average car ownership figures depending in which ward the proposed development is located. It is critical that the correct ward is entered as average car ownership varies within the National Park and the parking calculator factors in these differences.
- 5.4** The number and tenure³ of each dwelling type needs to be entered in to the parking calculator, for example the numbers of each one-bedroom house, and whether it is owner occupied or other. The parking calculator notes this difference as car ownership data is significantly different for owner occupied compared to other types of tenure. The parking

³ Tenure being defined as the legal basis on which the property will be occupied for example, owner-occupied or rented.

calculator will automatically provide a figure for the number of habitable⁴ rooms. The numbers of allocated parking spaces need to be entered. Once all this information has been entered, the parking calculator will provide a figure for the number of spaces to be provided for each dwelling type along with a total figure for the whole scheme. Figures should be rounded up or down as appropriate to create whole spaces. Figures of 0.5 or greater to be rounded up and less than 0.5 to be rounded down. It should be noted that paragraph 7.38 of the SDLP states that any room in a proposed dwelling that is not a main reception room, kitchen, bathroom or WC, and has dimensions that allow for a single bed, will be counted as a bedroom. This will include studies and additional reception rooms.

- 5.5** When assessing parking provision, consideration should be given to providing a dedicated and marked space or spaces for “car clubs” at residential development.

Garages

- 5.6** Garages are often put to other uses than parking. Research carried out nationally has shown that between 19%-45% of garages are used for other purposes than parking a vehicle. This is reflected in local research. In East Sussex, 33% of garages were used for parking based on surveys carried out in 2011⁵. The research shows that common reasons for using the garage for other purposes were to provide storage; cars were too large to fit the dimensions or conversion to habitable accommodation. Due to garages being frequently used for other purposes, parking at new developments is best provided through driveways, carports or allocated parking bays.
- 5.7** Where garages are provided they will need to meet the minimum dimensions below. Due to research both nationally and locally showing limited usage for parking, garages will be counted as a third of a space. Therefore, every three garages provided will be counted as one parking space towards the overall parking requirement. As a minimum, garages must be 6 metres x 3.3 metres in size. The measurements in this paragraph refer to the Gross Internal Area of the garage.

6. Cycle parking

- 6.1** The Cycling and Walking Plan for England published in July 2020⁶ makes clear the Government’s intention to increase significantly the use of cycles for transport. There are clear benefits from cycling for health and wellbeing and the environment including improving air quality as well as being a more sustainable form of transport within the long term context of climate change. Government strategy includes significantly increasing the use of cycles for shorter journeys currently made by cars. Providing suitable cycle parking provision and facilities is vital in encouraging people to cycle and bring about a shift to other forms of transport than the motor car. In the National Park, cycling contributes to

⁴ Habitable room includes living rooms, kitchens, bedrooms but not bathrooms, WCs, circulation space.

⁵ Guidance for Parking at New Residential Development, October 2017, East Sussex County Council

⁶ Gear change: a bold vision for cycling and walking, Cycling and Walking Plan for England July 2020, Department of Transport.

objectives and outcomes⁷ on climate change, including encouraging sustainable transport, and improving health and wellbeing.

6.2 Table 1 below sets out the recommended levels of cycle parking provision for new residential development. There is further guidance on cycle parking provision in section 8 Non-Residential Development, Table 2 and in section 7 Disabled Parking.

6.3 For all other matters relating to the provision of cycle parking for residential and non-residential development, including security, the type of parking provision, location, layout and access, the guidance in Chapter 11 of Cycle Infrastructure Design⁸ and the forthcoming Design SPD should be followed as appropriate.

Table 1 – Cycle space provision, new residential development

Dwelling Type	Visitors (Short Stay)	Residents (Long Stay)
House	1 space per 5 units ⁹	1 space per bedroom ¹⁰
House	For larger or oversize bicycles, 1 space per 10 units, or if <10 units, 1 space per development.	For larger or oversize bicycles, 1 space per 5 units or, if <5 units, 1 space per development.
Flat	1 space per 5 units	Communal cycle parking: 1 space per bedroom
Flat	For larger or oversize bicycles, 1 space per 10 units, or if <10 units, 1 space per development.	Communal cycle parking: For larger or oversize bicycles, 1 space per 5 units or, if <5 units, 1 space per development.

7. Disabled parking

7.1 This section on disabled parking applies to the guidance on residential and non-residential development. Provision of disabled parking spaces needs to be considered from the start of the design process. As a minimum, disabled parking spaces should be provided at 5% of the overall total of parking spaces for the development.

7.2 The 5% minimum provision for new development applies to parking for cycles. Therefore 5% of the total provision for standard cycles must be for suitable spaces for adapted cycles for disabled people.¹¹ The provision of parking for adapted cycles is wholly for use by the disabled and makes no contribution to the requirements in Table 1 and 2 for larger/oversize bicycle parking.

⁷ South Downs Local Plan objective 6; South Downs Partnership Management Plan outcome 5.3 & 7.1

⁸ Department for Transport, Cycle Infrastructure Design, Local Transport Note 1/20 July 2020 or the latest version if superseded.

⁹ Adapted for small residential sites in the South Downs National Park, from London Plan, page 277 Table 6.3, C3-C4 dwellings (all), Short Stay, 1 space per 40 units

¹⁰ Consistent with suggested minimum standards in Department for Transport, Cycle Infrastructure Design, Local Transport Note 1/20 July 2020, page 134 Table 11-1.

¹¹ Consistent with suggested minimum standards in Department for Transport, Cycle Infrastructure Design, Local Transport Note 1/20 July 2020, page 134 Table 11-1.

- 7.3** For residential schemes, the majority of larger dwellings are likely to have adequate parking on the plot although for developments of flats it may be necessary to include unallocated disabled parking bays. For non-residential schemes, disabled parking is to be part of the overall provision rather than in addition. Where specific developments are likely to create more demand for disabled parking spaces, this should be identified in the application process and detailed in transport assessments or access statements. Disabled parking provision should be designed and located to meet the specific needs of disabled persons. The location of suitable drop off points should also be indicated in transport assessments or access statements to demonstrate how the needs of disabled people have been addressed and to inform planning decisions.

8. Non-Residential Development

- 8.1** Provision for parking for non-residential development is shown in table 2 for vehicles and cycles. Table 2 must be used in conjunction with the principles in this guidance of i) landscape led and ii) sustainable location as described above to determine an appropriate level of parking provision. The numbers in the table can be applied flexibly where it is appropriate for reasons of landscape or sustainability in the same manner as described for residential development.
- 8.2** The NPPF is clear that where local planning authorities are setting parking standards the local circumstances must be taken into account. The numbers in Table 2 provide initial guidance to developers for suitable parking provision at a specific site depending on the type of development. Developers will need to carry out a site-specific assessment of parking for the proposed development. The assessment will include an understanding of existing parking demand in the local area of the site.
- 8.3** The site-specific assessment must consider all types of transport covered by this guidance that is cycles of all sizes, electric bikes/vehicles, motor vehicles and cycles/vehicles for the disabled. Depending on the land use different types of transport should be covered in the assessment, for example taxi parking where appropriate or last mile delivery for retailers or food outlets.
- 8.4** For some sites, provision for parking may be meeting the needs of multiple land uses. For example, this is the case for some of the visitor attractions within the National Park. In these type of developments, involving multiple land uses, the site specific assessment should, on a case by case basis, apply a flexible use of the standards for more than one of the types in Table 2 as appropriate. The applicant will need to demonstrate that the proposed solution meets the parking needs of the multiple land use development.
- 8.5** In general, for site specific assessment, the following characteristics are also to be taken into account: survey or business data to ascertain the peak parking periods and demand; the location of the site as well as accessibility for travel via alternatives to the private car; local information such as Census travel to work data about mode share and detail in supporting travel plans.

- 8.6** The amount of parking provision for commercial vehicles will vary greatly from site to site depending on land use. The assessment will need to consider the land use of the proposed development, trip rates associated with the development (including base and forecast mode share) and the user groups of staff/visitors to the site (including shift patterns).
- 8.7** The number of spaces for LGV/HGVs may also be derived using a similar methodology or compared to vehicle operating licences for similar buildings/operations.
- 8.8** It is the responsibility of the developer to prove that adequate facilities are provided on site for the proposed use, including cycle parking, changing and storage facilities. This may include providing details of the proposed operation of the site once in use such as whether the site will need to store vehicles not in use or on layover periods, the frequency of vehicles visiting the site for deliveries, or the type and size of vehicles using the site.
- 8.9** It should be considered that the staff and visitor ratio of each land use is likely to be distinct to their appropriate class and may change over the life of the building, particularly when occupied by another business. Some uses such as health centres will need to meet parking needs from both staff and visitors, whilst industrial premises will generally only be accessed by staff with occasional visitors.
- 8.10** It also needs to be considered that all buildings and land are permitted to change without the need for planning permission within their use class. For example, offices can change to crèches and health services can change to shops within Class E (commercial, business and service). No planning permission is required for these changes of use within a use class and therefore the distinct parking standards for these different uses in Table 2 below cannot be applied in those specific cases.
- 8.11** Where reference is made in Table 2 below to Travel Plans these should set out the minimum level of provision for staff (long term parking) and visitor/customers (short term) cycle parking spaces.
- 8.12** The measurements in Table 2 below refer to the Gross Internal Area of the building.

Table 2 – Parking provision for non-residential development

Use Class	Vehicle	Cycle
B2 General Industrial	1 space per 40m ²	1 space per 200m ² for staff and 1 space per 500m ² for visitors For larger and oversize bikes, 1 space per 1,000m ² for staff and 1 space for customers per development.
B8 Storage & Distribution	1 space per 100m ²	1 space per 500m ² for staff and 1 space per 1000m ² for visitors For larger and oversize bikes, 1 space for staff and 1 space for customers per development.
C1 Hotels	1 space per bedroom	1 cycle space per bedroom For larger and oversize bikes, minimum 1 space plus 1 space for every 10 bedrooms.
C2 Residential Care Homes	Site-specific assessment based on travel plans and specific operational needs	Site-specific assessment based on travel plans and specific operational needs
E Commercial, Business and Services – shops and retail	1 space per 14m ²	1 space per 100m ² for staff and 1 space per 100m ² for customers For larger and oversize bikes, 1 space for staff and 1 space for customers per development.
E Commercial, Business and Services – Financial and Professional Services	1 space per 30m ²	1 space per 100m ² for staff and 1 space per 200m ² for customers For larger and oversize bikes, 1 space for staff and 1 space for customers per development.
E Commercial, Business and Services – food and drink (mainly on premises) e.g. restaurants and cafes	1 space per 5m ² of public area and 2 spaces per bar (or 5m length of bar for large bars) and for staff parking to be clearly designated	1 space per 4 staff and 1 space per 25m ² for customers For larger and oversize bikes, 1 space for staff and 2 spaces for customers per development.
E Commercial, Business and Service – Business (office, research and development and light industrial process)	1 space per 30m ²	1 space per 150m ² for staff and 1 space per 500m ² for visitors For larger and oversize bikes, 1 space per 1,000m ²

		for staff and 1 space for customers per development.
E Commercial, Business and Service – Non-residential institutions (medical or health services, crèches, day nurseries and centres)	Site specific assessment based on travel plan and needs	Site specific assessment based on travel plan and needs
E Commercial, Business and Service – Assembly and Leisure (indoor sport, recreation or fitness, gyms)	1 space per 22m ² . For large scale places of assembly serving more than a local catchment, 1 space per 15m ² .	1 space per 4 staff plus 1 per 50m ² or 1 per 30 seats/capacity for visitor/customer For larger and oversize bikes, 1 space for staff and 1 space for customers per 250m ²
F.1 Non-residential institutions (education, art gallery, museum, public library, public exhibition hall, places of worship, law courts)	Site specific assessment based on travel plan and needs	Site specific assessment based on travel plan and needs
F.2 Shop no larger than 280m ² (selling mostly essential goods and at least 1km from another similar shop); community hall, outdoor sport/recreation area, indoor or outdoor swimming pool, skating rink	1 space per 14m ²	1 space per 100m ² for staff and 1 space per 100m ² for customers For larger and oversize bikes, 1 space for staff and 1 space for customers per 250m ² .
Sui Generis, Public House, wine bar, drinking establishment	1 space per 5m ² of public area and 2 spaces per bar (or 5m length of bar for large bars) and for staff parking to be clearly designated	1 space per 4 staff and 1 space per 25m ² for customers For larger and oversize bikes, 1 space for staff and 2 spaces for customers per development.
Sui Generis, Hot Food Takeaway	1 space per 5m ² of public area and 2 spaces per bar (or 5m length of bar for large bars) and for staff parking to be clearly designated	1 space per 4 staff and 1 space per 25m ² for customers For larger and oversize bikes, 1 space for staff and 2 spaces for customers per development.
Sui Generis, Cinema, Concert Hall, Bingo Hall, Dance Hall, Live music venue	1 space per 22m ² . For large scale places of assembly serving more than a local catchment, 1 space per 15m ² .	1 space per 4 staff plus 1 per 50m ² or 1 per 30 seats/capacity for visitor/customer For larger and oversize bikes, 1 space for staff and 1 space for customers per 250m ²

9. Parking Capacity Surveys

- 9.1** For both residential and non-residential schemes, advice should be sought from the local highways authority at the earliest stage of the development process as to whether a parking capacity survey is appropriate. The extent and form of the survey is to be agreed with the local highways authority and in liaison with the South Downs National Park Authority. Where parking provision is to be determined by a site-specific assessment the expectation is a parking capacity survey will be carried out. For parking surveys, the recommended approach is to follow the “Lambeth Methodology¹²”.
- 9.2** The geographical area which should be surveyed (survey area) should be proportionate to the impact of the development – determined as the number of vehicles that are expected to park on street in the surrounding area. The survey area should include sufficient available space to accommodate the number of vehicles expected to be owned by residents of the site and their visitors. This can be determined using the Parking Calculator.
- 9.3** The survey area is expected to centre on the development site and should include the area’s most likely to be used for parking by those living in, or visiting the site, and will therefore need to have regard for site access arrangements.
- 9.4** Surveys should be carried out when usage of available parking space is at its greatest (i.e. peak time) in the survey area. This may include early morning surveys to assess the amount of overnight parking in the area. The duration of the survey will be dependent on the likely impact of the development and whether or not there are existing pressures on parking space in the area. A development which is likely to have a large impact on on-street parking in an area where available space is already well used or insufficient to meet existing demands, would be expected to carry out an extensive survey throughout the day.
- 9.5** A parking capacity survey should take the form of a beat survey (or similar alternative) where an enumerator walks a planned route at regular intervals recording registration plate details of the parked vehicles. The enumerator should record sufficient information to provide the following information in a summary report:
- The rate of turnover of vehicles on each street expressed as a number of vehicles leaving/arriving per hour
 - The number of vehicles parked on each street
 - An estimate of the parking capacity of each street and a brief explanation of how this was calculated

¹² Recognised method for carrying out parking surveys devised by the London Borough of Lambeth: <https://www.lambeth.gov.uk/sites/default/files/pl-PARKING SURVEY GUIDANCE NOTE Nov 2012 Update.pdf>

9.6 If the development is located within a Controlled Parking Zone, the summary report should also provide details of the existing resident permit take-up and/or any waiting lists. This information can be obtained from the local highway authority. A summary report of parking capacity surveys should be accompanied by:

- A map displaying the geographical area surveyed at a suitable scale for interpretation
- Details of the dates and times of day when survey(s) were undertaken
- Details of parking restrictions (Traffic Regulation Orders) which apply in the survey area.

10. Public Parking

10.1 Policy SD22 and the supporting text in the SDLP provide guidance for the development of new, extended or relocated public parking. The principles of landscape led and sustainable location in this guidance are consistent with, and can be applied to, the policy requirements for public parking in SD22. Similarly, to the guidance in this SPD a successful scheme will use an iterative landscape led process to make a positive contribution to the overall character and appearance of the area whilst improving safety, and being inclusive and accessible for all users.

11. Parking Space Dimensions

11.1 For car parking, a space should have the minimum dimensions as set out below.

Table 3 – Types of car parking space – minimum dimensions

Type of parking space	Minimum dimensions
Standard parking space	5m x 2.5m (A minimum additional 0.5m will need to be added to either or both dimensions where the space is adjacent to a wall(s) or fence(s). Spaces in front of garages must be a minimum of 6m long to maintain access to the garage)
Disabled Parking Space	5m x 3.6m
Car Ports	5m x 2.8m

For cycles, the dimensions for different parking types should follow the guidance in Chapter 11 of Cycle Infrastructure Design¹³ or, when updated, the latest version of that document. Any space that fails to meet the dimensions above for cars, or for cycles, the guidance in Chapter 11 of Cycle Infrastructure Design (or, when updated, the latest version of that document), will be excluded from the calculation of the overall parking provision.

¹³ Cycle Infrastructure Design, Local Transport Note 1/20, July 2020, Department for Transport

Appendix I Parking Calculator

PLEASE SEE SEPARATE PARKING CALCULATOR EXCEL SPREADSHEET DOCUMENT

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SOUTH DOWNS NATIONAL PARK AUTHORITY CAR OWNERSHIP PARKING DEMAND TOOL												
Ward 1						STAGE 1	Please input the ward name for your development location by double clicking in the box or click box and use the drop down menu to the right of the box. The spreadsheet will automatically show the District and Ward of this location. If the ward is not known please refer to https://www.nomisweb.co.uk/reports/lmp/ward2011/contents.aspx and input postcode. Where Census data contains small samples for certain sized dwellings this is highlighted in red if <20, and green if <50 in the Total Demand column. In such cases, other wards should be selected to achieve a higher sample size, the tool allows for 3 wards. If there is still a low sample then the tool will automatically choose district/borough data.					
District												
Ward 2												
District												
Ward 3												
District												
Ward Tempro Factor 2011-2033												
District Tempro Factor 2011-2033												
STAGE 2												
Please input the unit type, tenure, number of bedrooms, number of units of that type and number of allocated parking spaces												
DEVELOPMENT MIX						ALLOCATED PARKING	PARKING DEMAND					
Ref.	Unit Type	Tenure	Habitable Rooms (Per Unit)	Bedrooms (Per Unit)	No. of Units (Total)	Spaces (Per Unit)	Allocated No.	Unallocated for Residents		Unallocated for Visitors		Total Demand
								per unit	Total	per unit	Total	
A												
B												
C												
D												
E												
F												
G												
H												
I												
J												
K												
L												
M												
N												
O												
P												
Q												
R												
S												
Total												

GUIDANCE NOTE

The Parking Demand Tool should be used in reference to South Downs National Park Authority Residential Parking Policy Guidance. The tool uses the 2011 Census 2011 Car Ownership and Temporal growth to 2033 to predict residential development parking demand. The tool is not a definitive standard but a guide to the expected level of car ownership. For more information please refer to the guidance document or contact planningpolicy@southdowns.gov.uk



Spreadsheet tool developed by:

P*ELHAM* **T***RANSPORT* **C***ONSULTING*

www.pelhamtransportconsulting.co.uk

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Guidance on Parking for Residential and Non-Residential Development Supplementary Planning Document (SPD)

Strategic Environmental Assessment (SEA) – Screening Statement

Habitats Regulations Assessment (HRA) – Screening Statement

Determination Statement

I. INTRODUCTION

- I.1** This statement sets out the Authority's determination under Regulation 9 (1) of the Environmental Assessment of Plans and Programmes Regulations 2004 on whether or not a Strategic Environmental Assessment is required for the consultation draft Guidance on Parking for Residential and Non-Residential Development Supplementary Planning Document (SPD) hereafter referred to as the Parking SPD.
- I.2** This statement also sets out the Authority's determination as to whether Appropriate Assessment is required under the Conservation of Habitats & Species Regulations 2017 (as amended).

Strategic Environmental Assessment

- I.3** Under the requirements of the European Union Directive 2001/42/EC (Strategic Environmental Assessment (SEA) Directive) and Environmental Assessment of Plans and Programmes Regulations (2004) specific types of plans that set out the framework for future development consent of projects must be subject to an environmental assessment.
- I.4** There are exceptions to this requirement for plans that determine the use of a small area at a local level and for minor modifications if it has been determined that the plan is unlikely to have significant environmental effects.
- I.5** In accordance with the provisions of the SEA Directive and the Environmental Assessment of Plans and Programmes Regulations (2004) (Regulation 9(1)), the Authority must determine if a plan requires an environmental assessment. Where the Authority determines that SEA is not required then under Regulation 9(3) the Authority must prepare a statement setting out the reasons for this determination. The need for SEA is considered under Section 3 of this report.

Sustainability Appraisal

- I.6** Under separate legislation (the Planning and Compulsory Purchase Act 2004 and associated Regulations), the Authority is required to carry out a Sustainability Appraisal (SA) for all Development Plan Documents. This considers the social and economic impacts of a plan as well as the environmental impacts.
- I.7** In accordance with current Regulations (Town & Country Planning (Local Development) (England) (Amendment) Regulations 2012) SA is not required to be carried out for SPD. However, despite this, it is still necessary to determine the need for SEA.

Habitats Regulations Assessment

- I.8** Habitats Regulations Assessment is required to determine whether a plan or project would have significant adverse effects upon the integrity of internationally designated sites of nature conservation importance, or Natura 2000 sites. The need for HRA is set out within the EC Habitats Directive 92/43/EC and transposed into British Law by the Conservation of Habitats and Species Regulations 2017 (as amended). Section 4 of this report deals with the need for Habitats Regulation Assessment.

2. SCOPE OF THE PARKING SPD

2.1 The scope of the SPD is to provide further guidance to support the implementation of the parking policy of the South Downs Local Plan (SDLP). The SPD will elaborate upon policy SD22: Parking Provision of the SDLP (adopted July 2019) and applies to the whole of the South Downs National Park. The SPD provides further detail on the following matters:

- Sets out guidance for determining parking provision for residential development using two principles in conjunction with a calculator tool and including all relevant information in the decision making process;
- Sets out guidance for determining parking provision for non-residential development using two principles in conjunction with a table showing provision of spaces by type of development and including all relevant information in the decision making process;
- Provides examples of how the two principles will be used to determine parking provision;
- Explains how the calculator tool is used as part of the process for determining parking provision at residential development;
- Provides guidance for Disability Parking;
- Provides guidance for provision of cycle parking at new development;
- Provides guidance on conducting Parking Surveys;
- Sets out minimum standards for types of parking space.

3. STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA)

The SEA Screening Process

- 3.1** The process for determining whether or not an SEA is required is called screening. In order to screen, it is necessary to determine if a plan will have significant environmental effects using the criteria set out in Annex II of the Directive and Schedule I of the Regulations. Table I sets out the Authority's screening for the Parking SPD using the criteria set out in Annex II of the Directive and Schedule I of the Regulations. A determination cannot be made until the three statutory consultation bodies have been consulted: The Environment Agency, Natural England and Historic England.
- 3.2** Within 28 days of making its determination the authority must publish a statement such as this one, setting out its decision. If it determines that an SEA is not required, the statement must include the reasons for this.

SEA Determination and Reasons for Determination

- 3.3** Before making a determination, the three statutory bodies were consulted. The responses received are set out in Table I below:

Table I – Comments received by Consultation bodies

Consultation Body	Comments
Environment Agency Response received 16 November 2020	Thank you for consulting the Environment Agency on the Parking SPD for the South Downs National Park Authority. I can confirm that we have no comments to make. I can also confirm that we do not believe that the SPD is likely to give rise to significant environmental effects and as such would not require an SEA in relation to the issues in our remit.
Historic England Response received 18 November 2020	Further to your email below, I am writing to confirm that Historic England does not wish to comment on the Parking Supplementary Planning Document which deals with matters largely beyond the remit of Historic England.
Natural England Response received 4 November 2020	Thank you for your consultation request on the above dated and received by Natural England on 28th September 2020. Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural

	<p>environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.</p> <p>Our remit includes protected sites and landscapes, biodiversity, geodiversity, soils, protected species, landscape character, green infrastructure and access to and enjoyment of nature.</p> <p>Whilst we welcome this opportunity to give our views, the topic of the Supplementary Planning Document does not appear to relate to our interests to any significant extent. We therefore do not wish to comment.</p> <p>As the SPD is about a car parking charging strategy for the National Park, it is unlikely there will be significant impacts to designated sites from the SPD.</p> <p>Should the plan be amended in a way which significantly affects its impact on the natural environment, then, please consult Natural England again.</p> <p>Strategic Environmental Assessment/Habitats Regulations Assessment</p> <p>A SPD requires a Strategic Environmental Assessment only in exceptional circumstances as set out in the Planning Practice Guidance here. While SPDs are unlikely to give rise to likely significant effects on European Sites, they should be considered as a plan under the Habitats Regulations in the same way as any other plan or project. If your SPD requires a Strategic Environmental Assessment or Habitats Regulation Assessment, you are required to consult us at certain stages as set out in the Planning Practice Guidance.</p>
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SEA Determination and Reasons for Determination

Table 2 – SEA Screening for the Parking SPD

Criteria (from Annex II) of the SEA Directive and Schedule I of the Regulations	SDNPA Comments
Characteristics of the plan or programme	
a) The degree to which the plan or programme sets a framework for projects and other activities, either with regards to the location, nature, size and operating conditions or by allocating resources.	The Parking SPD sits at the lowest tier of the development plan system. It offers specific guidance to implement policy SD22: Parking Provision of the South Downs Local Plan (SDLP).

b) The degree to which the plan or programme influences other plans and programmes including those in a hierarchy.	The SPD is an implementation tool for delivering the already adopted development plan policies at a higher tier (the SDLP) which have already been subject to SA/SEA. It is influenced by other higher tier plans rather than influencing other plans itself.
c) The relevance of the plan or programme for the integration of environmental considerations, in particular with a view to promoting sustainable development.	The SPD provides further guidance to support the implementation of the parking policy in the context of the other policies of the adopted SDLP which have already been subject to SA/SEA and therefore does not have a significant environmental impact on environmental considerations. As the SPD is an implementation tool for the SDLP parking policy it does have social economic and environmental considerations in respect to sustainable development by providing clear and consistent guidance on the provision of parking within new development.
d) Environmental problems relevant to the plan or programme.	The SPD is an implementation tool for delivering already adopted development plan policies at a higher tier which have already been subject to SA/SEA. The SPD expands on higher level policy requirements (SD22) that parking for vehicles and cycles is appropriately provided within new development to minimise landscape impact and maximise ecosystem services.
e) The relevance of the plan or programme for the implementation of Community (EU) legislation on the environment (for example plans and programmes linked to waste management or water protection).	The nature of the Parking SPD has no direct impact on the implementation of Community legislation. The principle of development is considered through the SDLP which has been subject to SA/SEA and HRA.
Characteristics of the effects and of the area likely to be affected	
a) The probability, duration, frequency and reversibility of the effects.	<p>The SPD will not in itself set out or bring forward development plans or projects. It sets out guidance for parking in accordance with policy SD22 of the SDLP and how the Authority will interpret the policy.</p> <p>The SPD should provide positive effects in regards to social, economic and environmental considerations.</p>

b) The cumulative nature of the effects	The SPD is not anticipated to have any significant cumulative effects. Cumulative effects are addressed in the SDLP SA/SEA and HRA.
c) The transboundary nature of the effects	The SPD applies within the South Downs National Park area only. It is not expected to have any negative effects outside of the SDNP. Transboundary effects have been addressed in the SDLP SA/SEA and HRA.
d) The risks to human health or the environment (for example, due to accidents)	The SPD presents no direct risks to human health or the environment. It is considered there may be improvements to human health and environment due to parking being provided to meet local needs, including being of the appropriate location, scale and design. This could indirectly support improved health outcomes and reduced health inequalities
e) The magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected)	The SPD will cover the whole of the South Downs National Park area.
f) The value and vulnerability of the area likely to be affected due to: i) Special natural characteristics or cultural heritage; ii) Exceeding environmental quality standards or limit values; ii) Intensive land-use	The South Downs National Park covers an area with a wide variety of characteristics. The SPD itself does not direct or establish the principle of development. This is covered by higher tier policies in the SDLP which have been subject to SA/SEA. In any case, development proposals will need to be consistent with SDLP policies SD4 to SD18 and where appropriate tested through the Habitats Regulations.
g) The effects on areas or landscapes which have recognised national, community or international protection status.	<p>The SPD will cover the whole of the South Downs National Park which has been designated for its special landscape, wildlife and cultural value. The SPD should provide positive effects by guiding the provision of appropriate levels of vehicle and cycle parking in the National Park.</p> <p>In line with SDLP policies SD4 to SD18, development proposals will need to be tested through the Habitats Regulations where appropriate.</p>

Other Considerations

2.1 In reviewing these criteria and coming to a conclusion, the Authority has also had regard to the following:

- The SPD does not present new policies but seeks to clarify the Authority's approach to implementing the SDLP parking policy.

SEA Conclusion

2.2 Having regard to the considerations above, the Authority considers that the Parking SPD is unlikely to have any significant environmental effects and therefore does not require a Strategic Environmental Assessment.

2.3 This determination was made on 31 March 2021.

4. HABITATS REGULATIONS ASSESSMENT SCREENING STATEMENT

- 2.4** This part of the report seeks to determine whether the Authority's policies and proposals set out in the Parking SPD will have any significant impacts on Natura 2000 sites.
- 2.5** This SPD will support policy SD22: Parking Provision in the adopted South Downs Local Plan (SDLP). The SDLP was subject to a Habitats Regulation Assessment which was prepared in consultation with Natural England. The purpose of HRA is to assess the impacts of plans and/or projects against the conservation objectives of a European protected site. The assessment must determine whether the plan and/ or project would adversely affect the integrity of the site in terms of its conservation objectives. Where adverse effects are identified these effects should be avoided or mitigated.
- 2.6** The Appropriate Assessment stage of HRA is only required should the preliminary screening assessment not be able to rule out likely significant effects.
- 2.7** The Directive states that any plan or project not connected to or necessary for a sites management, but likely to have significant effect thereon shall be subject to appropriate assessment. There are 4 distinct stages in HRA namely:
- Step 1: Screening - Identification of likely impacts on a European site either alone or in combination with other plans/projects and consideration of whether these are significant.
 - Step 2: Appropriate Assessment - consideration of the impact on the integrity of the European Site whether alone or in combination with other plans or projects with respect to the sites structure, function and conservation objectives. Where there are significant effects, step 2 should consider potential mitigation measures.
 - Step 3: Assessment of Alternative Solutions - Assessing alternative ways of achieving the objectives of the plan/project which avoid impacts; and
 - Step 4: Assessment of Compensatory Measures - Identification of compensatory measures should impact not be avoided and no alternative solutions exist and an assessment of imperative reasons of overriding public interest (IROPI) deems that a project should proceed.
- 2.8** Should screening (step 1) reveal that significant effects are likely or effect cannot be discounted because of uncertainty, then it is necessary to move onto step 2: Appropriate Assessment. If step 2 cannot rule out significant effect even with mitigation, then the process moves onto step 3 and finally step 4 if no alternative solutions arise.

Step 1 - Screening

- 2.9** There are four stages to consider in a screening exercise:
- Stage 1: Determining whether the plan/project is directly connected with or necessary to the management of the site;

- Stage 2: Describing the plan/project and description of other plan/projects that have the potential for in-combination impacts;
- Stage 3: Identifying potential effects on the European site(s); and
- Stage 4: Assessing the significance of any effects

Stage 1

- 2.10** It can be determined that the Parking SPD is not directly connected with, or necessary to the management of a site.

Stage 2 to 4

- 2.11** Information about the scope of the SPD can be found in Section 2 of this document. The SPD supports SDLP policies, which are already subject to a full HRA, including of any in-combination effects with other plans and / or projects. The SDLP HRA considered the potential effects on the following European sites:

- Calcareous grassland sites: Lewes Downs SAC, Castle Hill SAC and Butser Hill SAC
- Woodland sites: Duncton to Bignor Escarpment SAC, Kingley Vale SAC, East Hampshire Hangers SAC and Rook Cliff SAC
- Heathland bog sites: Thursley, Ash, Pirbright and Chobham SAC, Woolmer Forest SAC, Ashdown Forest and Shortheath Common SAC
- Bat sites: The Mens SAC, Singleton and Cocking Tunnels SAC, and Ebernoe Common SAC
- Heathland bird sites: Wealden Heaths Phase II SPA, Ashdown Forest SPA and Woolmer Forest SAC
- Riverine sites: River Itchen SAC, Arun Valley SAC/SPA/Ramsar
- Estuarine sites: Chichester and Langstone Harbours SPA / Ramsar, Solent Maritime SAC, Dorset and Solent potential SPA
- Wetland sites: Pevensey Levels SAC/ Ramsar site

- 2.12** The following impact pathways were identified as relevant to the SDLP HRA:

- Recreation pressure
- Air Quality
- Water quantity and changes in hydrological cycles
- Water quality
- Loss of supporting habitat
- Urbanisation

- 2.13** The SDLP HRA undertook a test of likely significant effects for policies and site allocations contained in the Local Plan. Policies / allocations assessed as having no potential impact pathways linking to European Designated Sites were screened out from further consideration. The following assessment was made of SDLP policy SD22:

Policy	Description	HRA Implications
	SD22 sets out the requirements for new public and private parking. The policy permits development proposals where they provide an appropriate level of parking to serve the needs of the development in accordance with the relevant adopted parking standards for the locality.	<p>“No HRA implications.</p> <p>This is a development management policy relating to parking provision. It is a positive policy as it provides for connections to allow vehicle charging, thus encouraging the use of electric vehicles which has the potential to reduce atmospheric pollution contributions.</p> <p>There are no linking impact pathways present.”</p>

HRA screening conclusion

2.14 The Parking SPD provides further guidance to support the implementation of Policy SD22. The SPD does not set the principle of development nor does it direct development to a specific location. Therefore, as with the assessment of Policy SD22 there are no linking impact pathways present and there are no HRA implications. A full appropriate assessment is not required.

2.15 This determination was made on 31 March 2021.

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Report to	Planning Committee
Date	15 April 2021
By	Director of Planning
Title of Report	Rogate and Rake Neighbourhood Development Plan Decision Statement
Purpose of Report	To agree the Examiner's recommended modifications to Rogate and Rake Neighbourhood Development Plan and publish these in the Authority's 'Decision Statement'

Recommendation: The Committee is recommended to

- 1) Note the Examiner's Report and recommended modifications to make the Rogate and Rake Neighbourhood Development Plan meet the basic conditions as set out at Appendix 2 of the report.**
- 2) Agree the 'Decision Statement' as set out at Appendix 3 of the report, which sets out the modifications that will be made to the Rogate and Rake Neighbourhood Development Plan in response to the Examiner's recommendations.**

1. Introduction and Summary

- 1.1 Rogate Parish Council (RPC) submitted the Rogate and Rake Neighbourhood Development Plan (RRNDP) to the South Downs National Park Authority (SDNPA) for examination in October 2020. Following the Regulation 16 Submission consultation (October – December 2020), an Independent Examiner was appointed to examine the Plan. The Examiner considered representations and determined that no public hearing was required. The Examiner has now issued his final report and concludes, that subject to a number of modifications, the RRNDP can proceed to referendum. The SDNPA must issue a 'Decision Statement' setting out how the RRNDP will be modified in response to the Examiner's Report.

2. Background

- 2.1 Rogate Parish Council (RPC) are to be congratulated on progressing the RRNDP to the final stage ahead of a community referendum. To reach this stage has required considerable commitment and hard work by local volunteers and members of the RPC over many years. The Examiner has also congratulated RPC and the NDP steering group on reaching this stage and notes how few recommendations he has made for changes to individual policies.
- 2.2 The RRNDP covers the plan period 2020 to 2033 and has been prepared for a designated neighbourhood area (as shown in Appendix 1, which follows the Rogate Parish boundary.)
- 2.3 The following stages in the preparation of the NDP have been completed. Links to all relevant Planning Committee reports are included below and more detailed information on each stage is also on the website at <https://www.southdowns.gov.uk/planning/planning-policy/neighbourhood-planning/neighbourhood-development-plans/rogate-neighbourhood-plan/>

Stage	Detail
Designated a Neighbourhood Area	Originally 14 March 2013, updated 01 October 2020.
Pre-submission consultation on the plan (Reg 14)	Officers provided a delegated SDNPA response to the first Pre Submission in October 2015.
Pre-submission consultation on the plan	The SDNPA response to the second Pre-submission consultation was agreed by Planning Committee on 14 September 2017
Submitted to SDNPA and published for consultation (Reg 16)	The SDNPA response to the Submission consultation was agreed by Planning Committee on 10 December 2020.
Independent Examination	Undertaken by Mr John Slater in January – February 2021. Report issued 26 th February 2021.

3. Recommended modifications to the Rogate & Rake NDP to meet the Basic Conditions

3.1 The Examiner was appointed to assess whether the RRNDP meets certain legal requirements for NDPs, known as the 'Basic Conditions', these state NDPs should:

- i) Have regard to national policies and advice contained in guidance issued by the Secretary of State,
- ii) Contribute to the achievement of sustainable development,
- iii) Be in general conformity with the strategic policies contained in the development plan for the area,
- iv) Not breach, and otherwise be compatible with, EU obligations.

3.2 The Examiner has now issued his report and identified a number of modifications, which are necessary to ensure the RRNDP meets the basic conditions. Officers have reviewed the Examiner's report in consultation with the RRNDP steering group. The following key modifications are highlighted for Members;

- Amending the requirements of Policy NE1 relating to "characterising views" to only those proposals which adversely impact on those views.
- Removing from the allocation Policy H6 b) the land which falls to the rear of the Flying Bull site in Rake, the proposed rear gardens located in the adjacent parish and consequently, recommending the removal of the illustrative material to become a redline allocation for two dwellings.
- Adding to Policy EW1 on supporting the rural economy, development that can demonstrate an essential need for a countryside location.
- Removing from the list of community facilities those that fall within Liss Parish and also removing Rake Garden Centre and Café which was not considered to meet the definition of a community facility.
- Removing the requirement from Policy CH2 for community facilities to be lost to only those where there is a commensurate facility in the close locality.
- Clarifying that any enabling development to support the retention of a community facility should be appropriate development in Policy CH2.
- The Examiner has recommended that Chapel Common, Weaver Down, Rake Hanger and Durford Heath should be removed from the list of proposed Local Green Space

(LGS) as he considers them to be extensive tracts of land and therefore not fulfilling the NPPF criteria for LGS. However, he has recommended that Rake Recreation Ground and Fynings Recreation Ground should be added to the list of LGS.

- 3.3 Details of each modification is contained in the Examiner's Report (**Appendix 2**) with further information in the decision statement (**Appendix 3**).

4. Decision Statement

- 4.1 The Regulation 14 and 16 stages of the neighbourhood plan making process offers those parties affected by the NDP the opportunity to make representations on the plan. That is not just the right to object but also to support proposals in the plan or make comments. This is followed by an examination and the issuing of a report (by an independent Examiner) containing a series of recommendations. The Neighbourhood Planning (General) Regulations 2012 state that a Local Planning Authority must then publish what actions will be taken in response to the recommendations of the Examiner. This is known as the 'Decision Statement'.
- 4.2 The Neighbourhood Plan Regulations impose no obligations for the examiner or the LPA to have to consult on the changes to the Plan which they are minded to accept. Those that do not endorse the plan have the chance to vote to reject it at referendum.
- 4.3 However, if the Authority propose to make a decision which differs from that recommended by the examiner, it must notify relevant people and invite representations. Any representations must be submitted within six weeks of the local planning authority inviting representations. The Local Planning Authority may, if it considers it appropriate to do so, refer the issue to further independent examination. Once the period for representations is over, the Local Planning Authority must issue its final decision within five weeks. The submission version of the RRNDP would then be revised and a Referendum would take place.
- 4.4 It is recommended that Members accept the Examiner's modifications to the RRNDP and approve the Decision Statement as attached at Appendix 3.

5. Planning Committee

- 5.1 The RRNDP is being considered by Planning Committee as it forms part of the Development Plan for the parish of Rogate.

6. Next steps

- 6.1 Following the publication of the Decision Statement, the RRNDP can proceed to referendum which will be organised by Chichester District Council. It is provisionally agreed that the referendum will be held on Tuesday 01 June 2021. If over 50% of those voting are in favour of the NDP, then the Plan can be 'made' (adopted) by the SDNPA and will form part of the statutory Development Plan for Rogate parish.

7. Other Implications

Implication	Yes*/No
Will further decisions be required by another committee/full authority?	Yes – Agreement to Make the RRNDP at a subsequent Planning Committee if a referendum is successful.
Does the proposal raise any Resource implications?	<p>Yes – The Examination cost £4354.60. The Referendum cost is still to be confirmed. However the SDNPA will be able to claim £20,000 shortly to cover the cost of the Examination and Referendum.</p> <p>The cost of Neighbourhood Planning to the SDNPA is currently covered by the grants received from Ministry of Housing Communities and Local Government (MHCLG). Currently within the National Park the cost of producing a plan ranges from around £8,100 (including the Examination and referendum) to £50,000.</p> <p>Once a NDP is made, a Town or Parish Council is</p>

	entitled to 25% of Community Infrastructure Levy (CIL) collected from development within the neighbourhood area, as opposed to the capped 15% share where there is no NDP. The Parish Council can choose how it wishes to spend these funds on a wide range of things which support the development of the area.
Has due regard been taken of the South Downs National Park Authority's equality duty as contained within the Equality Act 2010?	Due regard has been taken of the South Downs National Park Authority's equality duty as contained within the Equalities Act 2010. Rogate Parish Council who have the responsibility for preparing the neighbourhood plan have also prepared a Consultation Statement demonstrating how they have consulted the local community and statutory consultees. The Examiner was satisfied that the consultation and publicity undertaken meets regulatory requirements.
Are there any Human Rights implications arising from the proposal?	None
Are there any Crime & Disorder implications arising from the proposal?	None
Are there any Health & Safety implications arising from the proposal?	None
Are there any Sustainability implications based on the 5 principles set out in the SDNPA Sustainability Strategy:	<p>The qualifying body with responsibility for preparing the neighbourhood plan must demonstrate how its plan will contribute to the achievement of sustainable development. This is set out in the Basic Conditions Statement. The examiner who assessed the plan considered that it met the requirements if a number of modifications were made. Please note that the sustainability objectives used by qualifying bodies may not be the same as used by the SDNPA, but they will follow similar themes.</p> <p>Strategic Environmental Assessment (SEA) The RRNDP has been subject to Habitats Regulations Assessment which triggers the requirement for SEA. This looked at the implications of the range of possible housing numbers, the scope for development on six possible sites, including an appraisal of the key environmental constraints on each of the sites and evaluated the extent to which the plan as a whole would have positive and negative effects on the plan area. The SEA concludes, given the scale of the proposals within the NDP, the likely negative effects will not be significant.</p> <p>Habitats Regulations Assessment (HRA) The RRNDP has been subject to a HRA due to the close proximity of East Hampshire Hangers SAC, Rook Clift SAC and the Wealden Heath phase 2 SPA. The HRA concludes that the plan will not have any adverse effects on any protected European sites as adequate safeguards exist within the neighbourhood plan and the Local Plan.</p>

8. Risks Associated with the Proposed Decision

Risk	Likelihood	Impact	Mitigation
The Examiner has recommended modifications to ensure the RRNDP meets the Basic Conditions. If these modifications are not implemented the RRNDP would be at risk of legal challenge on the basis it does not meet the legal requirements for NDPs.	Low	Medium	The Examiner's recommended modifications are agreed in full.

TIM SLANEY

Director of Planning

South Downs National Park Authority

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Appendices

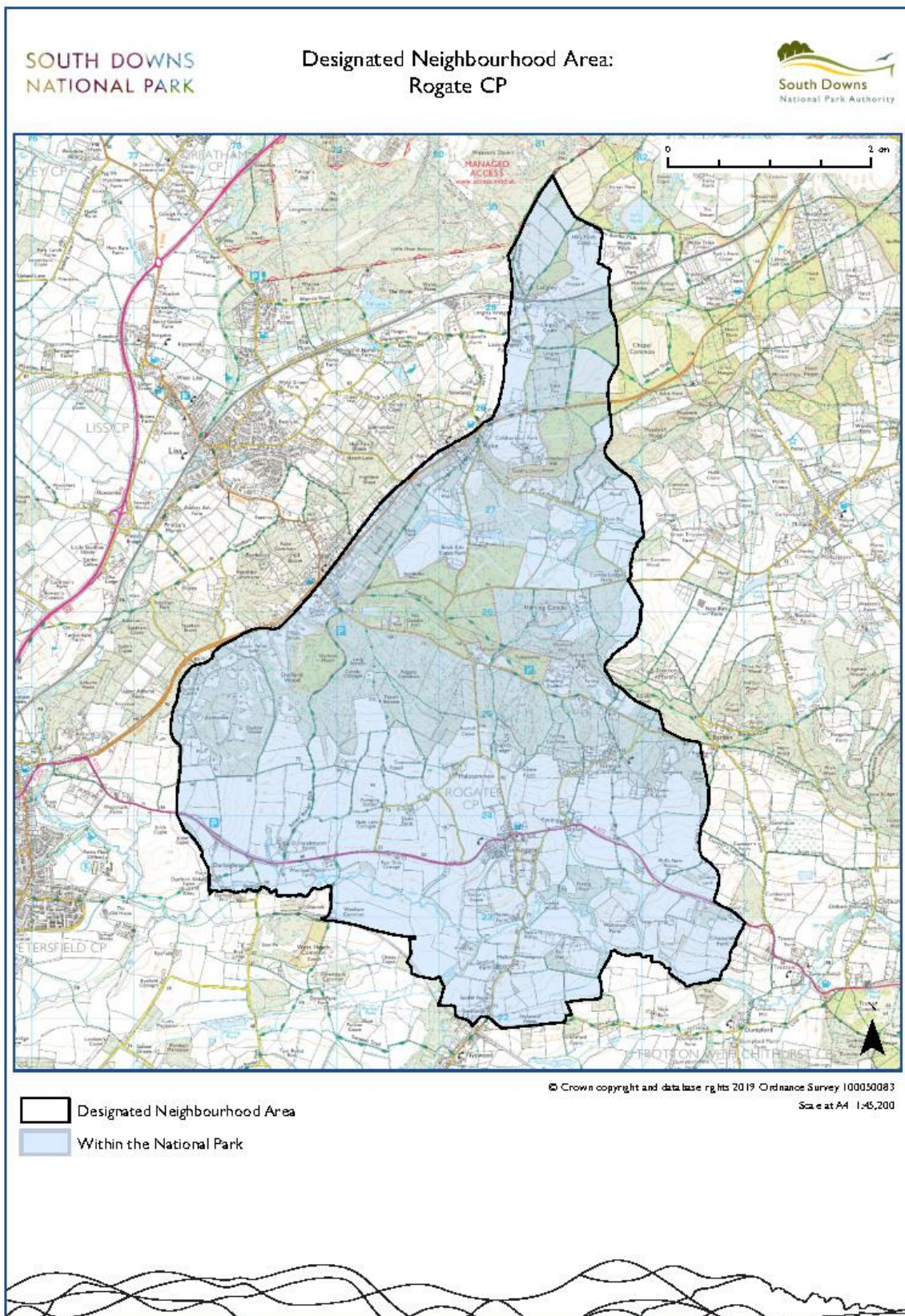
1. Rogate and Rake Neighbourhood Area
2. Examiner's Report
3. Decision Statement

SDNPA Consultees Legal Services; Chief Finance Officer; Monitoring Officer; Director of Planning

External Consultees None

Background Documents [Rogate and Rake Neighbourhood Development Plan: Submission Version](#)

Rogate Neighbourhood Area



Rogate and Rake Neighbourhood Development Plan 2020- 2033

Submission Version

A Report to South Downs National Park Authority on the Examination
of the Rogate and Rake Neighbourhood Development Plan

John Slater BA (Hons), DMS, MRTPI

John Slater Planning Ltd

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26th February 2021

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Executive Summary

My examination has concluded that the Rogate and Rake Neighbourhood Plan should proceed to referendum, subject to the Plan being amended in line with my recommended modifications, which are required to ensure the plan meets the basic conditions. The more noteworthy include –

- Amending the requirements of the policy relating to “characterising views” to only those proposals which are adversely impact on those views.
- Cross referencing the design policy to cross reference the local plan policy dealing with dark night skies.
- Removing the descriptive material from the allocation policy.
- Removing from the allocation of the land which falls to the rear of the Flying Bull site, the proposed rear gardens located in the adjacent parish and consequently, recommending the removal of the illustrative material to become a redline allocation for two dwellings.
- Adding to the rural economy policy, development that can demonstrate an essential need for a countryside location.
- Removing from the list of community facilities those which fall within Liss parish and also removing Rake Garden Centre and Café.
- Removing the requirement for community facilities to be lost to only those where there is a commensurate facility in the close locality.
- Clarifying that any enabling development to support the retention of a community facility, should be *appropriate* development
- Removing Chapel Common, Weaver Down, Rake Hanger and Durford Heath from the list of proposed local green space but adding to the list, Rake Recreation Ground and Fynings Recreation Ground.

The referendum area does not need to be extended beyond the plan area.

Introduction

1. Neighbourhood planning is a process, introduced by the Localism Act 2011, which allows local communities to create the policies which will shape the places where they live and work. The Neighbourhood Plan provides the community with the opportunity to allocate land for particular purposes and to prepare the policies which will be used in the determination of planning applications in their area. Once a neighbourhood plan is made, it will form part of the statutory development plan alongside the adopted South Downs Local Plan. Decision makers are required to determine planning applications in accordance with the development plan unless material considerations indicate otherwise.
2. The neighbourhood plan making process has been undertaken under the supervision of Rogate Parish Council. A Steering Group was appointed to undertake the plan's preparations on behalf of the Parish Council.
3. This report is the outcome of my examination of the Submission Version of the Rogate and Rake Neighbourhood Plan. My report will make recommendations based on my findings on whether the Plan should go forward to a referendum. If the plan then receives the support of over 50% of those voting at the referendum, the Plan will be "made" by the South Downs National Park Authority (SDNPA).
4. It will be appreciated that in the light of the COVID 19 crisis, a referendum cannot be held until at least May 2021. However, upon SDNPA issuing of the Decision Statement, under Regulation 18 of the Neighbourhood Planning Regulations, indicating how it intends to respond to my recommendations, the plan as modified, can be accorded *significant weight* in development management decisions, until such time as a referendum is held.

The Examiner's Role

5. I was appointed by the SDNPA in December 2020, with the agreement of Rogate Parish Council to conduct this examination.
6. In order for me to be appointed to this role, I am required to be appropriately experienced and qualified. I have over 42 years' experience as a planning practitioner, primarily working in local government, which included 8 years as a Head of Planning at a large unitary authority on the south coast, but latterly as an independent planning consultant and director of my neighbourhood planning consultancy, John Slater Planning Ltd. I am a Chartered Town Planner and a member of the Royal Town Planning Institute. I am independent of Rogate Parish Council and the SDNPA and I can confirm that I have no interest in any land that is affected by the Neighbourhood Plan.
7. Under the terms of the neighbourhood planning legislation, I am required to make one of three possible recommendations:

- That the plan should proceed to referendum on the basis that it meets all the legal requirements.
 - That the plan should proceed to referendum, if modified.
 - That the plan should not proceed to referendum on the basis that it does not meet all the legal requirements
8. Furthermore, if I am to conclude that the Plan should proceed to referendum, I need to consider whether the area covered by the referendum should extend beyond the boundaries of the area covered by the Rogate and Rake Neighbourhood Area.
 9. In examining the Plan, the Independent Examiner is expected to address the following questions
 - Do the policies relate to the development and use of land for a Designated Neighbourhood Plan area in accordance with Section 38A of the Planning and Compulsory Purchase Act 2004?
 - Does the Neighbourhood Plan meet the requirements of Section 38B of the Planning and Compulsory Purchase Act 2004 - namely that it specifies the period to which it is to have effect? It must not relate to matters which are referred to as “excluded development” and also that it must not cover more than one Neighbourhood Plan area.
 - Has the Neighbourhood Plan been prepared for an area designated under Section 61G of the Localism Act and has been developed and submitted by a qualifying body?
 10. I am able to confirm that the Plan only relates to the development and use of land, covering the plan area initially designated by SDNPA, for the Rogate and Rake Neighbourhood Plan, on 14th March 2013, but which was amended by the removal of a small area of land, north of Nyewood, which had been transferred to Harting Parish approved by SDNPA on 1st October 2020.
 11. I can also confirm that it does specify the period over which the plan has effect, namely the period from 2020 up to 2033.
 12. I can confirm that the plan does not contain policies dealing with any “excluded development”.
 13. There are no other neighbourhood plans covering the area covered by the neighbourhood area designation. At Rake, the plan did extend a residential allocation and proposed policies to protect community facilities that fall within the Liss Neighbourhood Area and which are covered by the Liss Neighbourhood Plan. I have had to recommend that these policies and the allocation be amended to remove reference to areas outside the Rogate and Rake Neighbourhood Area.
 14. I am satisfied that Rogate Parish Council as a parish council can act as a qualifying body under the terms of the legislation.

The Examination Process

15. The presumption is that the neighbourhood plan will proceed by way of an examination of written evidence only. However, the Examiner can ask for a public

hearing in order to hear oral evidence on matters which he or she wishes to explore further or if a person has a fair chance to put a case.

16. I am required to give reasons for each of my recommendations and also provide a summary of my main conclusions.
17. Firstly, I am satisfied that I can properly examine the plan without the need for a hearing.
18. I carried out an unaccompanied visit to Rogate Parish on the afternoon of 9th January 2021. I started in Rogate and then moved through Rake and also drove through a number of the smaller settlements including Hillbrow and Terwick Common. I also visited most of the proposed Local Green Spaces (LGSs). This was very much a re-familiarisation process as I am very familiar with the area having lived in Petersfield from 1997 until 2015 and I had walked many of the footpaths in the area, often starting and finishing from Fynings Recreation Ground and have also attended functions at Rogate Village Hall.
19. Following my site visits, I prepared a document seeking clarification on a number of matters, which I sent to both the Parish Council and SDNPA, entitled Initial Comments of the Independent Examiner, dated 12th January 2021. I received a response from both the SDNPA and the Parish Council on 5th February 2021. These responses have been placed on the respective websites.

The Consultation Process

20. The neighbourhood plan making process began in 2013 under a Steering Committee made up of local councillors and residents. Early work on this plan involved a questionnaire distributed across the parish, which produced 243 responses and is described as “a key component of the plan’s writing.”
21. The preparatory work was also supplemented by an exercise led by independent consultants, Studio LK. The brief was to undertake a collaborative design process to establish “community capital”, to identify stakeholders and create an appropriate evidence base for the final plan.
22. The work of the Steering Committee was publicised through the parish via articles in the Rogate and Terwick News, via a dedicated website and through posters and reports to the Parish Council meetings. There were a number of public meetings held particularly during the early stages of the plan making.
23. This led to the preparation of the first Pre-Submission Consultation Version of the draft plan, published in October 2015. That version of the plan was not proposing the allocation of any sites and it subsequently transpired that the SDNPA had established that there was a need for Rogate to make provision for approximately 11 dwellings in the parish. This was a major event in the life of the plan.
24. Work on the plan at that point was halted, with the Parish Council deciding to take a more direct role in the production of the plan and it held discussions with SDNPA during both 2016 and 2017. It undertook consultations on possible sites and in 2016, one of the possible sites, 1 - 4 Parsonage was the subject of public consultation and drew strong objections and this site was subsequently dropped. This activity led to the preparation of a second version of the Pre-Submission

version of the plan which was a more focused document which was presented to further public meetings.

25. This version of the plan was published for its Regulation 14 consultation, running from 20th June 2017 to 18th August 2017. This list elicited a total of 21 statutory consultee responses and five responses from members of the public. These are set out in the Appendix 10 of the Consultation Statement along with a commentary on how the plan was proposed to be amended in the light of the responses.
26. I am satisfied that the Parish Council has actively sought the views of local residents and other stakeholders and their input has helped shape the plan although it has been a drawn-out process, taking nearly 8 years.

Regulation 16 Consultation

27. I have had regard, in carrying out this examination, to all the comments made during the period of final consultation which took place over an 8-week period, between 19th October 2020 and 14th December 2020. This consultation was organised by SDNPA, prior to the plan being passed to me for its examination. That stage is known as the Regulation 16 Consultation.
28. In total, 13 responses were received, from Natural England, Historic England, South East Water, Southern Water, West Sussex County Council, Chichester District Council, Highways England, Environment Agency, Liss Parish Council, South Downs National Park Authority, and from 3 local residents.
29. I have carefully read all the correspondence and I will refer to the representations where it is relevant to my considerations and conclusions in respect of specific policies or the plan as a whole.

The Basic Conditions

30. The Neighbourhood Planning Examination process is different to a Local Plan Examination, in that the test is not one of “soundness”. The Neighbourhood Plan is tested against what is known as the Basic Conditions which are set down in legislation. It will be against these criteria that my examination must focus.
31. The five questions, which seek to establish that the Neighbourhood Plan meets the basic conditions test, are: -

- Is it appropriate to make the Plan having regard to the national policies and advice contained in the guidance issued by the Secretary of State?
- Will the making of the Plan contribute to the achievement of sustainable development?
- Will the making of the Plan be in general conformity with the strategic policies set out in the Development Plan for the area?
- Will the making of the Plan breach or be otherwise incompatible with EU obligations or human rights legislation?
- Will the making of the Plan breach the requirements of Regulation 8 of Part 6 of the Conservation of Habitats and Species Regulations 2017?

Compliance with the Development Plan

28. For the purpose of this neighbourhood plan, the overarching strategic policy context is provided by the South Downs Local Plan, which was adopted in July 2019. This document contains the strategic policies of the development plan, and which is the benchmark for my consideration of one of the above basic conditions. The development plan also includes the West Sussex and South Downs Waste Local Plan 2014 and the West Sussex and South Downs Joint Minerals Local Plan 2018. However, these two plans deal with what are county matters, which are defined as “excluded development” and are beyond the scope of what a neighbourhood plan can address.
29. There are number of strategic policies that set the context for development within the plan area. In particular Policy SD5 dealing with design, refers to a need to adopt a landscape - led approach. Policy SD6 refers to safeguarding views and Policy SD8 reflects the importance of dark night skies and Policy SD9 protects sites of biodiversity and geodiversity.
30. The principle of development taking place within settlements, provided the scale and nature of the development is appropriate to the character and function of the settlement in its landscape setting, makes best use of previously developed land within settlements and makes efficient and effective use of land is set out in Policy SD25 and this is taken on further in Policy SD26, where Rogate is identified as such a settlement which is attributed with a housing provision of approximately 11 dwellings, which will contribute to an overall housing provision for the National Park of 4,750 for the period 2014 to 2033. That figure of 11 is in addition to planning permissions granted prior to 2015 and windfall sites. The policy does accept that parishes can deliver higher numbers if they are to meet local housing needs and in general conformity with other planning policies.
31. Policy SD 45 is a strategic policy which seeks to protect and enhance the Green Infrastructure of the National Park which is backed up by a Development Management Policy SD 46 which covers the protection of open spaces.
32. My overall conclusion is that the neighbourhood plan, apart from where I have noted in the commentary on individual policies, is in general conformity with these strategic policies in the South Downs Local Plan.

Compliance with European and Human Rights Legislation

33. The South Downs National Park Authority issued an early Screening Opinion for Strategic Environmental Assessment, which concluded that a full assessment, as required by EU Directive 2001/42/EC which is enshrined into UK law by the “Environmental Assessment of Plans and Programmes Regulations 2004”, would be required. A Scoping Report was issued in June 2019 and a Sustainability Appraisal incorporating a Strategic Environmental Assessment was prepared by AECOM, dated 18th February 2020. This looked at the implications of the range

of possible housing numbers, the scope for development on six possible sites, including an appraisal of the key environmental constraints on each of the sites and evaluated the extent to which the plan as a whole would have positive and negative effects on the plan area

34. The National Park Authority, as competent authority, concluded that the plan could have adverse effects upon the nearby European protected sites, namely the East Hampshire Hangers SAC, Rook Cliff SAC and the Wealden Heath phase 2 SPA. An Appropriate Assessment was prepared by AECOM dated 9th October 2019 which concluded that the plan will not have any adverse effects on any protected European sites as adequate safeguards existed within the neighbourhood plan and the Local Plan.
35. I am satisfied that the basic conditions regarding compliance with European legislation, including the newly introduced basic condition regarding compliance with the Habitat Regulations, are met. I am also content that the plan has no conflict with the Human Rights Act.

The Neighbourhood Plan: An Overview

36. I must firstly commend the Parish Council and the Steering Group on the quality and the succinctness of the submission documents. The plan is well set out and is an easy read. As a document I find that it is fit for purpose.
37. The plan in a number of policies seeks to designate particular areas for protection, whether it be as local green space, characterising views, or community facilities to be protected. This is an important role, that allows neighbourhood plans to reflect what is important to the local community in terms of their environment. I am satisfied that the majority of individual designations are appropriate and have been justified. I have explained in the cases, where I have recommended the deletion of proposed designations why I do not consider that the proposals are in line with Secretary of State policy, and advice and insufficient justification is given to depart from them, and hence raise issues in terms of compliance with the basic conditions.
38. The plan has also taken the opportunity to allocate sites for housing that the Local Plan is expecting to be delivered to meet local housing need. Whilst the figure in Policy SD 26 is for approximately 11 dwellings for the period 2014-2033, a Housing Needs Assessment has indicated a need which is over 3 times that level. The plan actually allocates two sites which should deliver 15 units – which is midway within the range of new homes that the Parish Council has been advised by the National Park Authority would be appropriate to make provision for. Unfortunately, the Rake allocation adjacent to The Flying Bull, requires land lying in the adjacent parish and outside the plan area. Accordingly, I have had to propose a reduction of that allocation by 2 units, although there is nothing to prevent a planning application being submitted for 4 units, as the boundary constraints would not be relevant to a planning application.
39. It is refreshing to be able to examine a plan where I have had to make so few recommendations for changes to individual policies to ensure compliance with the basic conditions and I have made no recommendations that any policy be deleted.

40. The plan will sit well in terms of general conformity with the strategic policies in the South Downs Local Plan and I have not required any changes due to a conflict with strategic policy although I have proposed some cross referencing, so the two policies will sit comfortably together.
41. The plan recognises the importance of and responsibility for controlling development in a national park, specifically recognising the parish's high landscape quality and its many sites of nature conservation interest, yet it still takes a positive approach to addressing local housing need and supporting local economic activity, as well as seeking to protect and sustain local community services.
42. My recommendations have concentrated particularly on the wording of the actual policies against which planning applications will be considered. It is beyond my remit as examiner, to comprehensively recommend all editorial changes to the supporting text. These changes are likely as a result of my recommendations, in order that the plan will still read as a coherent planning document.
43. Following the publication of this report, I would urge the Parish Council and the South Downs planners to work closely together to incorporate the appropriate changes which will ensure that the text of the Referendum Version of the neighbourhood plan matches the policy, once amended in line with my recommendations. There will also need to be editorial matters to resolve such as policy numbering as a consequence of my recommended changes. It will also be an opportunity to take on board some of the textual changes to the supporting text where issues may have changed since the preparation of this version of the plan which the SDNPA have raised in its Regulation 16 submission. These are not, in my opinion, basic conditions issues.

The Neighbourhood Development Plan Policies

Policy NE1: To conserve, protect and enhance the natural environment

44. This policy covers much of the same grounds as the South Downs Local Plan, such as the conservation and enhancement of the landscape, ecosystems and tranquillity. It does however introduce some locally specific measures, such as referencing the characterising views. That is an important aspect, having regard to the Parish's topography which allows long distance views. However, there will be some development which will take place within the parish which will not affect any of the identified views and it will be unnecessary for an applicant to have to conserve or enhance these characterising views. I can clarify the policies' aspirations, by adding a caveat in that part of the policy, by restricting that requirement to developments which adversely affect these views either by being seen from that viewpoint or impacting on the view.
45. I have no concerns regarding the plan's choice of the views, which have been chosen as a result of public consultation. The list only defines 19 views whilst the map shows 20 views. I understand that this was a drafting omission and the list

should include View 20 – Terwick Common to the A272 (looking east). I will recommend that the view be added to the list.

Recommendations

In the first sentence, after “natural environment and” insert “must not adversely affect”

Insert in the list of characterising views “20. Terwick Common to the A272 (looking east).”

Policy BE1: Locally Distinctive Design within the Parish

46. I consider that it is important that the requirements in this policy which refer to dark night skies should not undermine the more detailed guidance as set out in Policy SD8 of the South Downs Local Plan.

47. The SDNPA has usefully suggested an improved wording of the criterion dealing with boundary treatment to assist decision making, which I will accept.

48. I will again qualify the requirement to take account of the local characterising views only where the development affects these views.

Recommendations

In b) replace “policies” with “policy as set out in Policy SD8 of the South Down Local Plan”

In c) iii) replace the text after “boundaries” with “is appropriate for its location and respects the village or hamlet setting”

In c) v) at the end of the sentence, insert “which are affected by the proposed development”

Policy BE2: Conservation Area

49. I have no concerns regarding this policy.

Policy H1: Settlement Boundary

50. The neighbourhood plan has reviewed Rogate Village’s settlement boundary. I understand that the review has used the South Down’s Settlement Boundary Review Methodology and I consider that this policy meets basic conditions.

Policy H2: Residential Development in the Open Countryside

51. I have no concerns regarding a policy which is consistent with the thrust of national and local plan policy, but also which reflects the choices made by the community, in terms of site allocation. This ability to allocate sites is a key role in the neighbourhood plans can play, allowing residents to determine the location of the development which the parish is required to accommodate. I consider that it meets the basic conditions.

Policy H3: Conversion of Existing Residential Properties

52. I commend this policy as a means of increasing the supply of small housing units in the National Park, by allowing conversions which are making more intensive

use of existing larger residential buildings, subject to sensible safeguards. This locally distinct policy is in line with the aspiration set out in paragraph 79d) of the NPPF. I am satisfied that it meets the basic conditions and no modifications are required.

Policy H4: Replacement Dwellings, Extensions and Annexes

53. I note that this policy is less prescriptive than Local Plan Policy SD 30 – Replacement Dwellings which seeks to set a limit on the enlargement of replacement dwellings to approximately 30%. This policy refers to the acceptability if “proposals being appropriate for the size of the plot” and “extensions should of a scale significantly less than the main building” or a replacement building should equally be not significantly larger than the existing it is replacing.
54. I consider that this is an entirely appropriate local response, rather than relying upon an arbitrary percentage figure which reflects the variety of sizes of houses and plots sizes found throughout the plan area, yet does not depart significantly from the local plan’s approach. I consider the policy as submitted meets basic conditions.

Policy H5: Local Housing Needs

55. The South Downs Local Plan Policy SD 26 sets down an approximate provision of 11 dwellings which need to be allocated within Rogate, to be consistent with the housing requirements set out as strategic local plan policy. That policy is aimed at setting the figure to the settlement of Rogate, rather than the parish. The plan as submitted proposes sites which will accommodate up to 15 units to meet local housing needs.
56. My recommendations in respect of the Flying Bull site could affect the number that the plan may be making allocations for. However, the redevelopment of the Renault Garage and adjacent property will, in isolation, allow the Local Plan provision to be met. National and local plan policy is that within national parks any new housing which is to be allocated, should be aiming to meet local housing need.
57. The first sentence of Policy H5 is not actually a statement of planning policy, but reads as the justification for the policy i.e., to make the provisions of smaller homes and the fact that the plan is allocating sites. This policy is directed to setting out the housing mix of the allocation sites and I will make that explicit in the policy. Beyond that matter of clarification, I consider the policy meets the basic conditions.

Recommendations

Delete the first sentence of the policy and move to the supporting text.
At the start of the second sentence, replace “These developments” with
“Development on the allocation sites set out in Policy 6”

Policy H6: Allocation of Sites Suitable for Development

a) Renault Garage and Bungalow, south of the A272, Rogate.

58. I am satisfied that the Parish Council has adopted an objective site selection process and I consider that the choice of this predominantly brownfield site is situated in a sustainable location, within walking distance of the village centre and its amenities, such as the primary school, is an entirely appropriate location.
59. Much of the policy reads as description of the site and its location. This would be more appropriately located in the supporting text as it is not a statement of policy, setting out how the allocation site is to be developed.
60. I will propose revisions to the policy to remove the descriptive elements.

Recommendations

Replace the policy with

“The two sites shown in the indicative layout in Figure 4.4, are allocated for a residential development for approximately 11 units, preferably developed comprehensively, or alternatively the two sites could be developed separately, subject to compliance with all relevant policies set out in this plan or the South Downs Local Plan. The inclusion of 2 workshop units within the development will be supported in principle.”

Move the textual information set out in i) to vii) to the supporting text

b) Land North of B2070, London Road, West of Flying Bull PH, Rake

61. I have identified a fundamental issue with this allocation which affects the legal requirements relating to this neighbourhood plan. It is clear that the illustrative proposals which seek to demonstrate how the four houses would be delivered on this site, requires the rear gardens of the new houses to be situated in what is currently the adjacent field, which falls across the parish and indeed Hampshire / West Sussex boundary, within the parish of Liss and lies outside the designated plan area. It is a legal requirement that the neighbourhood plan can only make policy for land within the designated plan area and the neighbourhood plan or the Parish Council has no jurisdiction on land beyond the parish boundary.
62. The amount of the land which falls within Rogate parish is not large enough to accommodate the four units and their rear gardens as shown. I have raised this issue with the Parish Council and the National Park Authority in my Initial Comments document. Both parties now appreciate that there is a distinction between a planning application that can cross administrative boundaries and what land a development plan policy can allocate.
63. The response from the Parish Council is to seek to remove that part of the allocation which falls outside the parish, and show that part of the site which falls within Rogate parish as a redline allocation and the illustrative material be removed. That will be an appropriate response to what is essentially, a technical policy issue. I will make it clear in my recommendations that the supporting text should be amended to make it clear that whilst the allocation within the plan areas is two dwellings, if a planning application were to be submitted which extended the allocation site into the land to the rear, then four units could be achieved. However, the site within the red line, which falls solely within the plan area, is

constrained so that the maximum level of development will be two units. This would, for example, allow the siting of a pair of semidetached houses in the centre of the site with gardens to either side.

64. The National Park Authority in its response also suggested that the site could come forward as a rural exception site, without the need for the allocation, but that would have to be 100% affordable housing in line with Policy SD 29. However, the SDNPA understands that would not allow the site owners to realise a sufficient return to support the ongoing retention of the public house as a community facility.
65. My recommendations will ensure that the plan responds to the community's choice of this as a housing site but it does so in a way that restricts the extent of the allocation, to just the land within the plan area. Such a proposal still enables the neighbourhood plan to be shown to be allocating land for more housing than is required by Local Plan Policy SD 26. I acknowledge that the SD26 figure relates to a named settlement rather than a parish, but I nevertheless feel that this location, which is within a settlement which boasts a number of local services, is within the spirit of the policy and would fall within the scope of general conformity with this policy and would certainly not undermine it.

Recommendations

That Figure 4.5 be replaced by a red line, ordnance survey plan showing the extent of the shown site which lies within Rogate Parish

Replace the policy with:

"The site outlined in red in Figure 4.4, is allocated for a residential development comprising two dwellings, subject to compliance with all relevant policies set out in this plan or the South Downs Local Plan. The proposals will be expected to be informed by evidence as to the effect of the development on the existing trees on the site and incorporate measures to mitigate any adverse impact, should provide a landscaping scheme which will include soft landscaping along the site frontage and also be subject to an archaeological assessment. The proposals should include, via a planning obligation, the provision of a footpath along the western boundary of the site to connect London Road to the Village Hall grounds to the rear."

Insert a paragraph into the supporting text. "If the site area were to be enlarged by the inclusion of land to the rear, which is outside the neighbourhood plan area, to enable rear gardens to be provided, then the allocation site could accommodate four houses."

Policy EW1: Supporting the Rural Economy

66. I am treating the scope of this policy, as the neighbourhood plan policy which is intended to cover non-residential development (residential development is covered by Policies H2 and H3). The equivalent local plan policy is Policy SD 25, which also would support development which can demonstrate a need for a countryside location. I will add that criteria to this policy, as at the present time, it would not allow, for example, community infrastructure projects which can only be located within the countryside areas.

Recommendation

Add "d) development that can demonstrate an essential need for a countryside location"

Policy T1: Encouraging Sustainable Travel

67. This policy is focused on harnessing the potential of the rights-of-way network as a means to enhance sustainable forms of transport across the parish. Somewhat bizarrely, the policy also includes the statement that “planning permission will not be granted for development that would have an impact on international nature conservation designations”. This element of the policy does not contribute to the policy’s aspiration of encouraging sustainable travel and in any event its intentions are already dealt with comprehensively by Policy SD9 of the South Downs Local Plan.

Recommendation

In the second paragraph delete “on international nature conservation designations”

Policy T2: Safety

68. I have no comments to make on this policy.

Policy T3: Parking

69. Again, I have no comments to make on this policy.

Policy E1: Renewable Energy

70. Whilst I welcome the support offered by the plan for small renewable energy projects, I consider that it will be helpful for the policy to cross reference to the safeguards which are set out in Policy SD 51 of the South Downs Local Plan, which include measures to resist the loss of Grade 1 - 3A agricultural land.

Recommendation

At the end of the first sentence add “and comply with the requirements of Policy SD51 of the South Downs Local Plan”

Policy CH1: Community Facilities

71. As with the case of the housing allocation in Rake in Policy H6b), it is not possible that this policy can protect community facilities which are situated within the adjacent parish. I will therefore be removing reference in the policy to specifically protect the Rake Village Hall and its tennis courts, community orchard and children’s play area, which, whilst clearly serving the Rake community, nevertheless are situated outside the plan area.

72. I questioned in my Initial Comments document, the extent to which the garden centre and its onsite café could be classed as a community facility. The Parish Council in this response did not offer any justification.

73. The definition of community facilities/community infrastructure as set out in the South Downs Local Plan’s Glossary, defines them as “services and facilities used by residents, such as health and well-being services, sport and leisure facility, cultural and religious institutions, pubs and local shops, education and youth facilities and open space.” I would maintain this large garden centre, which serves

a catchment wider than the Rogate parish, would not be recognised as performing a community service, in the same way as a local village shop and post office would. I note that the reason quoted in the supporting text is that the garden centre has a thriving café. However, I consider that this is very much an ancillary use to the primary use of the site as a retail garden centre and indeed the SDNPA advised me in its response to my Initial Comments, that there is a condition preventing it becoming a separate planning unit.

74. Accordingly, it would not be possible for the garden centre café to be protected as a standalone facility, and I am not satisfied that the garden centre and its café meets the definition of community facility. I will therefore be recommending that it be removed from the policy.

Recommendations

Remove “Just outside parish, Rake Village Hall including tennis court, Community Orchard and children’s play area”

Remove “Garden centre and café”

Policy CH2: Development of Community Facilities

75. This matter is already well covered by Policy SD 43: New and Existing Community Facilities of the South Downs Local Plan, which includes criteria for the proposals to submit evidence of the marketing of, or the need to demonstrate of lack of need for a community facility, in order to justify its loss.
76. The neighbourhood plan introduces an added local dimension to the policy, through offering the possibility of a cross subsidy from enabling development to support the retention of the local facility. I am concerned that as drafted, such a policy could have unwelcome and unforeseen consequences, potentially allowing disproportionate and inappropriate development, in an unsustainable location within the national park, solely on the basis of cross subsidising an existing community use. I will propose the inclusion of a qualification that any enabling development should be “appropriate”, which could then allow decision makers to be able to rule out development which would otherwise be unacceptable.
77. The policy also introduces, in addition to the above test, an additional requirement that alternative provision to replace the lost facility should be available. I consider that it is unreasonable, for example, for a change of use of a non-viable village shop to be prevented from finding a new use and standing empty, if there is no alternative retail provision in the locality. I will therefore remove the word “only” I will also propose that the policy only needs to comply with one of the criteria rather than both.
78. I seem to recall that at one time Rake had a small village shop, but that closed.

Recommendations

In the first paragraph remove “only”

In the first bullet point insert “appropriate” before “enabling”

At the end of the first bullet point replace “and” with “or”

Policy CH3: Public Open Space, Village Greens and Local Green Space.

79. This policy sets out two types of designation – public open space and local green space. The majority of the sites appear on both lists. The policy covering public

open space requires that they should be protected from building development other than in very special circumstances. Similarly, the local green spaces are also protected from building development other than in very special circumstances. Both policies also presume against restricted recreational uses such as golf courses. Therefore, the effects of designation is the same - a presumption against building developments other than where very special circumstances exist.

80. Two sites are not designated as local green spaces, but are included as public open spaces as they are village greens. Village greens are subject to their own statutory protection under The Commons Act 1876, but that is not necessarily a planning designation and there are no criteria that would prevent them from being designated as local green space. These two sites are at Fynings Recreation Ground and Rake Recreation Ground. I am satisfied that both would be held in the same way as other green spaces as demonstrably special by their local community, not least for the recreational value.
81. In order for the site to be classed as a local green space, it is required to meet all the criteria set out in Secretary of State's paragraph 100 of the NPPF.
82. This requires that the local green spaces must be in reasonably close proximity to the community they service. I am satisfied that in terms of sites LGS1, LGS2, LGS 3, LGS4, LGS5, LGS6, VG 24 and VG 26, LGS8, LGS9, and LGS10, these can be assumed to be situated close to the communities within the parish that they predominantly serve.
83. The second requirement is that they be demonstrably special to the local community and hold particular local significance. In that regard I am satisfied that all the proposed local green spaces are demonstrably special.
84. The final requirement is that the local green space must be local in character and "not an extensive tract of land". There is no definition given in national or local guidance as to what the minimum size of an "extensive tract of land" is. In order to come to my own conclusions as to whether any of the sites are above that threshold, I have sought information as to the respective sizes of the proposed local green spaces.
85. The largest area is Weavers Down, at 47 ha within the parish, but it actually extends beyond the parish boundary. The next largest area is Chapel Common at close to 31 ha and that is again is only the extent of the Common falling within Rogate parish and Chapel Common extends further eastwards. The other large areas are Rake Hanger at 28.3 ha and Durford Heath at 23.5 ha.
86. In my experience, at these hectarages, the four areas of heathland and woodland must be classed as "extensive areas of land". I am not aware of any other neighbourhood plan which has designated such extensive areas of land, as local green space, and indeed I am aware of many examinations where in smaller areas of land have been rejected, on the basis that they are judged to be "extensive tracts of land".
87. Whilst these areas are clearly very important areas of open space and some, such as Durford Heath, Chapel Common and Weavers Down attract, many users from

a wider area than Rogate parish, so in these cases the three local green spaces could not be described as “local in character”.

88. If the 4 open spaces do not qualify as local green spaces, nevertheless I believe that they meet the definition of being “open space of public value”, which offer important opportunities for sport and recreation and can act as a visual amenity. This is the definition used in the glossary to the NPPF. The relevant national policy for such areas is set out in paragraph 97 of the Framework which states, as does the proposed neighbourhood plan policy, that the areas should not be built upon, but rather than refer to very special circumstances, it sets down 3 specific criteria to be met. This protection is to a large extent also encapsulated in Policy SD45 and 46 of the South Down Local Plan.
89. However, the four areas benefit from their inclusion within the National Park and its statutory purposes covering their landscape and recreational value and, in the case of a number, they are also protected as sites of national, and in some cases, international importance for nature conservation. I am satisfied that these areas, which cannot be classed as local green space, nevertheless are comprehensively protected for their landscape, ecological and recreational value by other planning policies in national guidance and through the South Down Local Plan. I will therefore be proposing that these 4 sites be removed from the policy. However, I will be adding to the list of the local green spaces, the two village greens. I did request that detailed plans be prepared, setting out the boundaries of the LGS and I will recommend that these maps be referenced in the policy and included within this section of the neighbourhood plan.
90. In terms of the impact of designation on development management decisions, paragraph 101 of the NPPF sets out that the Secretary of State’s expectation namely that they should be consistent with policies for the Green Belt. The implication of that would be for the largest areas (which I am recommending be deleted) would be that certain material changes of use of the land such as outdoor sport and recreation, which preserve the openness of the land, would not be classed as inappropriate development. Therefore, it could be argued that LGS status would not provide the level of protection the community is actually seeking through that designation.
91. I did receive one representation from the land owner adjacent to Terwick Wood who is concerned that the LGS designation could interfere with covenants and rights which allow him, under the terms of his disposal of the land to the Parish Council, should he ever wish to exercise them in the future, to be able to run services through the area. The protection conferred by LGS status only covers matters which require planning permission and it would not interfere with private rights between adjacent landowners, which are a civil matter. The existence of such private rights would not affect any decision as to whether to confer LGS status.

Recommendations

Rename the policy “Local Green Spaces”

Replace the policy with

“The following areas as shown on Maps X – Y are designated as local green space where any development proposal would not be permitted

unless it meets the requirements set out in Paragraph 101 of the NPPF (2019):

LGS1: Rogate Recreation Ground

LGS2: Terwick Woodland

LGS3: Garbetts Wood

LGS4: Hugo Platt play area and public open space

LGS5: Oliver's Piece

LGS6: Lupin's Field, Terwick

LGS10: Fynings Moor SSSI

VG 24: Fynings Recreation Ground

VG26 Rake Recreation Ground"

The site numbers and the maps need to be amended accordingly, as a consequence of this recommendation

The Referendum Area

92. If I am to recommend that the Plan progresses to its referendum stage, I am required to confirm whether the referendum should cover a larger area than the area covered by the Neighbourhood Plan. In this instance, I can confirm that the amended area of the Rogate and Rake Neighbourhood Plan as designated by the South Downs National Park Authority on 14th March 2013 and amended on 1st October 2020 is the appropriate area for the referendum to be held and the area for the referendum does not need to be extended.

Summary

93. I congratulate Rogate Parish Council and the Steering Group on reaching this important stage in the preparation of the neighbourhood plan. The plan making has been something of a marathon endeavour, with work first starting on the neighbourhood plan back in 2013. The outcome of this examination is certainly a triumph of perseverance for those involved in its preparation. I believe that the plan will, in conjunction with the South Downs Local Plan, provide a sound basis for determining planning applications in Rogate parish into the future.
94. To conclude, I can confirm that my overall conclusions are that the Plan, if amended in line with my recommendations, meets all the statutory requirements including the basic conditions test and that it is appropriate, if successful at referendum, that the Plan, as amended, be made.
95. I am therefore delighted to recommend to SDNPA that the Rogate and Rake Neighbourhood Development Plan, as modified by my recommendations, should proceed, in due course, to referendum.

JOHN SLATER BA(Hons), DMS, MRTPI
John Slater Planning Ltd
26th February 2021

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Rogate and Rake Neighbourhood Development Plan Decision Statement: March 2021

1. Introduction

- 1.1. Under the Town and Country Planning Act 1990 (as amended), the South Downs National Park Authority has a statutory duty to assist communities in the preparation of neighbourhood development plans and orders and to take plans through a process of examination and referendum. The Localism Act 2011 (Part 6 chapter 3) sets out the Local Planning Authority's responsibilities under Neighbourhood Planning.
- 1.2. This statement confirms that the modifications proposed by the examiner's report have been accepted, the draft Rogate and Rake Neighbourhood Development Plan has been altered as a result of it; and that this plan may now proceed to referendum.

2. Background

- 2.1. The Rogate and Rake Neighbourhood Development Plan relates to the area that was designated by the South Downs National Park Authority as a neighbourhood area originally on 14 March 2013 and updated on 1 October 2020. This area corresponds with the Rogate Parish boundary that lies within the South Downs National Park Local Planning Authority Area.
- 2.2. Following the submission of the Rogate and Rake Neighbourhood Development Plan to the National Park Authority, the plan was publicised and representations were invited. The publicity period ended on 14 December 2020.
- 2.3. Mr John Slater BA (Hons), DMS, MRTPI was appointed by the South Downs National Park Authority with the consent of Rogate Parish Council, to undertake the examination of the Rogate and Rake Neighbourhood Development Plan and to prepare a report of the independent examination.
- 2.4. The examiner's report concludes that subject to making the modifications recommended by the examiner, the Plan meets the basic conditions set out in the legislation and should proceed to a Neighbourhood Planning referendum.

3. Decision

- 3.1. The Neighbourhood Planning (General) Regulations 2012 requires the local planning authority to outline what action to take in response to the recommendations of an examiner made in a report under paragraph 10 of Schedule 4A to the 1990 Act (as applied by Section 38A of the 2004 Act) in relation to a neighbourhood development plan.
- 3.2. Having considered each of the recommendations made by the examiner's report, and the reasons for them, South Downs National Park Authority in consultation with Rogate Parish Council has decided to accept the modifications to the draft plan. Table 1 below outlines the alterations made to the draft plan under paragraph 12(6) of Schedule 4B to the 1990 Act (as applied by Section 38A of 2004 Act) in response to each of the Examiner's recommendations. The reasons set out have in some cases been paraphrased from the Examiners report for conciseness. This statement should be read alongside the Examiner's Report.
- 3.3. If the Authority is satisfied that, subject to the modifications being made, the Neighbourhood Plan meets the legal requirements and basic conditions then it can proceed to referendum.

Table I

Recommended Modification to the RRNDP	Justification	Decision
Policy NE1: To Conserve, protect and Enhance the Natural Environment		
<p>In the first sentence, after “natural environment and” insert “must not adversely affect”</p> <p>Insert in the list of characterising views “20. Terwick Common to the A272 (looking east).”</p>	<p>To clarify the policies’ aspirations, by adding a caveat in that part of the policy, by restricting that requirement to developments which adversely affect these views either by being seen from that viewpoint or impacting on the view.</p> <p>The list only defines 19 views whilst the map shows 20 views. This was a drafting omission and the list should include View 20 – Terwick Common to the A272 (looking east).</p>	Accept modifications.
Policy BE1: Locally Distinctive Design within the Parish		
<p>In b) replace “policies” with “policy as set out in Policy SD8 of the South Down Local Plan”</p> <p>In c) iii) replace the text after “boundaries” with “is appropriate for its location and respects the village or hamlet setting”</p> <p>In c) v) at the end of the sentence, insert “which are affected by the proposed development”</p>	<p>To ensure no conflict with the detailed guidance on dark night skies contained in Policy SD8 of the SDLP.</p> <p>Improved wording of the criterion dealing with boundary treatment to assist decision making.</p> <p>To qualify the requirement to take account of the local characterising views only where the development affects these views.</p>	Accept modifications.
Policy H5: Local Housing Needs		
<p>Delete the first sentence of the policy and move to the supporting text.</p> <p>At the start of the second sentence, replace “These developments” with “Development on the allocation sites set out in Policy 6”</p>	<p>This text is not policy but justification for the policy.</p> <p>This policy is directed to setting out the housing mix of the allocation sites, amendment to clarify this.</p>	Accept modifications.

Policy H6: Allocation of Site Suitable for Development		
a) Renault Garage and Bungalow South of A2727, Rogate		
<p>Replace the policy with</p> <p>“The two sites shown in the indicative layout in Figure 4.4, is allocated for a residential development for approximately 11 units, preferably developed comprehensively, or alternatively the two sites could be developed separately, subject to compliance with all relevant policies set out in this plan or the South Downs Local Plan. The inclusion of 2 workshop units within the development will be supported in principle.”</p> <p>Move the textual information set out in i) to vii) to the supporting text</p>	<p>Much of the policy reads as description of the site and its location. This would be more appropriately located in the supporting text as it is not a statement of policy, setting out how the allocation site is to be developed.</p>	<p>Accept modification.</p>
b) Land on North side of B2070 London Road West of Flying Bull PH, Rake		
<p>That Figure 4.5 be replaced by a red line, ordnance survey plan showing the extent of the shown site which lies within Rogate Parish</p> <p>Replace the policy with:</p> <p>“The site outlined in red in Figure 4.4, is allocated for a residential development comprising two dwellings, subject to compliance with all relevant policies set out in this plan or the South Downs Local Plan. The proposals will be expected to be informed by evidence as to the effect of the development on the trees on the site and incorporate measures to mitigate any adverse impact, should provide a landscaping scheme which will include soft landscaping along the site frontage and also be subject to an archaeological assessment. The proposals should include, via a planning obligation, the provision of a footpath along the western boundary of the site to connect London Road to the Village Hall grounds to the rear.”</p> <p>Insert a paragraph into the supporting text. “If the site area were to be enlarged by the inclusion of land to the rear, which is outside the neighbourhood plan area, to enable rear gardens to be provided, then the allocation site could accommodate four houses.”</p>	<p>The illustrative proposals which seek to demonstrate how the four houses would be delivered on this site, requires the rear gardens of the new houses to be situated in which is currently the adjacent field, which falls across the parish and indeed Hampshire / West Sussex boundary, within the parish of Liss and lies outside the designated plan area. It is a legal requirement that the neighbourhood plan can only make policy for land within the designated plan area.</p> <p>The supporting text should be amended to make it clear that whilst the allocation within the plan areas is two dwellings if a planning application were to be submitted which extended the allocation site into the land to the rear, then four units could be achieved.</p>	<p>Accept modifications.</p>

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Policy EWI: Supporting the Rural Economy		
Add “d) development that can demonstrate an essential need for a countryside location”	In accordance with strategic policy SD25 of the SDLP.	Accept modification.
Policy TI: Encouraging Sustainable Travel		
In the second paragraph delete “on international nature conservation designations”	This element of the policy does not contribute to the policy’s aspiration of encouraging sustainable travel and in any event its intentions are already dealt with comprehensively by Policy SD9 of the South Downs Local Plan.	Accept modification.
Policy EI: Renewable Energy		
At the end of the first sentence add “and comply with the requirements of Policy SD5I of the South Downs Local Plan”	It is considered that it will be helpful for the policy to cross reference to the safeguards which are set out in Policy SD 5I of the South Downs Local Plan, which include measures to resist the loss of Grade I - 3A agricultural land.	Accept modification.
Policy CHI: Community Facilities		
Remove “Just outside parish, Rake Village Hall including tennis court, Community Orchard and children’s play area” Remove “Garden centre and café”	Rake Village Hall and its tennis courts, community orchard and children’s play area, which, whilst clearly serving the Rake community, nevertheless are situated outside the plan area It is not considered that the garden centre and its café meets the definition of community facility	Accept modifications.

Policy CH2: Development of Community Facilities		
<p>In the first paragraph remove “only”</p> <p>At the end of the first bullet point replace “and” with “or”</p> <p>In the first bullet point insert “appropriate “before “enabling”</p>	<p>It is considered that it is unreasonable, for example, for a change of use of a non-viable village shop to be prevented from finding a new use and standing empty, if there is no alternative retail provision in the locality.</p> <p>Concern that as drafted, the policy could have unwelcome and unforeseen consequences, potentially allowing disproportionate and inappropriate development, in an unsustainable location within the national park, solely on the basis of cross subsidising an existing community use.</p>	Accept modifications.
Policy CH3: Public Open Spaces, Village Greens and Local Green Space		
<p>Rename the policy “Local Green Spaces”</p> <p>Replace the policy with:</p> <p>“The following areas as shown on Maps X – Y are designated as local green space where any development proposal would not be permitted unless it meets the requirements set out in Paragraph 101 of the NPPF (2019):</p> <p>LGS1: Rogate Recreation Ground</p> <p>LGS2: Terwick Woodland</p> <p>LGS3: Garbetts Wood</p> <p>LGS4: Hugo Platt play area and public open space</p> <p>LGS5: Oliver’s Piece</p> <p>LGS6: Lupin’s Field, Terwick</p> <p>LGS10: Fynings Moor SSSI</p> <p>VG 24: Fynings Recreation Ground</p> <p>VG26 Rake Recreation Ground”</p> <p>The site numbers and the maps need to be amended accordingly, as a consequence of this recommendation</p>	<p>The policy sets out two types of designation – public open space and local green space, both protecting from building development other than in very special circumstances and presume against restricted recreational uses such as golf courses. The effects of designation is the same.</p> <p>Fynings Recreation Ground and Rake Recreation Ground are considered to both be held in the same way as other green spaces as demonstrably special by their local community, not least for the recreational value, and subsequently should be designated as LGS.</p> <p>Chapel Common, Weaver Down, Rake Hanger and Durford Heath are considered to be extensive tracts of land and not ‘local in character’ and therefore not fulfilling the NPPF criteria for LGS.</p>	Accept modifications.

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