

## **OFFICER REPORT FOR COMMITTEE**

**DATE: 15/03/23**

**P/21/1317/FP  
MR & MRS GODDARD**

**SARISBURY  
AGENT: NOVA PLANNING LTD**

CHANGE OF USE OF LAND ADJACENT TO DIVING LAKE TO A MOTORHOME AND CAMPING SITE FOR UP TO 7 MOTORHOMES & SIX TENTS (EXCLUDING CARAVANS) & CONSTRUCTION OF TOILET/SHOWER FACILITIES

ANDARK DIVING LAKE, 256 BRIDGE ROAD, SWANWICK, SO31 7FL

### ***Report By***

Susannah Emery – direct dial 01329 824526

### ***1.0 Introduction***

- 1.1 The application is reported to the Planning Committee due to the number of third party letters of objection received.

### ***2.0 Site Description***

- 2.1 The application site is located outside of the urban settlement boundary at the eastern end of Oslands Lane.
- 2.2 Oslands Lane is a private lane and it is also a public right of way (PROW) that extends from Bridge Road up to the entrance to the Diving Lake and then along the northern boundary of the site. The lane is unmade and narrow in places.
- 2.2 The application site encompasses land adjacent to the Andark Diving Lake and ancillary pavilion.
- 2.3 The site abuts areas of woodland to the north, east and south. A public footpath extends along the northern boundary of the site from the end of Oslands Lane.

### ***3.0 Description of Proposal***

- 3.1 Planning permission is sought for the change of use of the land for use as a campsite for up to seven motorhomes and six tents. The application has been amended since submission from 17 pitches (7 motorhome & 10 tents) to 13 pitches.
- 3.2 The pitches would be arranged to the north of the Diving Lake and pavilion extending into the paddock that lies to the east of the lake.

- 3.3 The campsite would be open on a seasonal basis between 1 March – 30 November each year.
- 3.4 A small shower and toilet block is proposed close to the entrance to the site adjacent to the northern boundary which would connect to the mains public sewers.
- 3.5 The proposed use has occurred on an unauthorised low level basis for a number of years.

#### **4.0 Policies**

- 4.1 The following policies apply to this application:

##### **Adopted Fareham Borough Core Strategy**

CS4 - Green Infrastructure, Biodiversity and Geological Conservation

CS5 - Transport Strategy and Infrastructure

CS6 - The Development Strategy

CS9 – Development in Western Wards and Whiteley

CS14 - Development Outside Settlements

CS15 - Sustainable Development and Climate Change

CS17 - High Quality Design

CS20 - Infrastructure and Development Contributions

##### **Adopted Development Sites and Policies Plan**

DSP1 - Sustainable Development

DSP2 - Environmental Impact

DSP3 - Impact on living Conditions

DSP8 - New Leisure and Recreation Development Outside of the Defined Urban Settlement Boundaries

DSP13 - Nature Conservation

DSP15 - Recreational Disturbance on the Solent Special Protection Areas

##### **Fareham Local Plan 2037 (Emerging)**

The Fareham Local Plan 2037 was submitted to the Planning Inspectorate on 30th September 2021 and an examination conducted in March and April 2022. Following the conclusion of the examination hearings the Inspector requested a number of modifications to the Plan. The proposed modifications were the subject of public consultation from 31<sup>st</sup> October until 12<sup>th</sup> December 2022. The Council's Local Development Scheme schedules that the new plan will be adopted in Winter 2022/2023. On adoption the Local Plan will have full weight and in its current advanced stage is a material consideration for the determination of planning applications. The following draft policies of the emerging plan are of relevance.

- DS1 Development in the Countryside
- NE1 Protection of Nature Conservation, Biodiversity and the Local Ecological Network
- NE3 Recreational Disturbance on the Solent Special Protection Areas (SPAs)
- NE4 Water Quality Effects on the Special Protection Areas (SPAs), Special Areas of Conservation (SACs) and Ramsar Sites of the Solent
- NE6 Trees, Woodland and Hedgerows
- TIN2 Highway Safety & Road Network
- D2 Ensuring Good Environmental Conditions

## **5.0 Relevant Planning History**

5.1 The following planning history is relevant:

- |              |  |
|--------------|--|
| P/09/0454/FP | PROVISION OF DIVING TRAINING LAKE WITH ANCILLARY PAVILION BUILDING AND LANDSCAPING<br>Refused 30 September 2009<br>Appeal Dismissed 15 July 2010   |
| P/11/0197/FP | PROPOSED DIVER TRAINING LAKE WITH ANCILLARY PAVILLION BUILDING AND LANDSCAPING.<br>Permission 4 November 2011  |
| P/13/0260/VC | VARIATION OF CONDITION 2 OF PLANNING REFERENCE P/11/0197/FP - ALTERATIONS TO THE CONTOUR OF LAND AROUND APPROVED BUILDING TO CREATE FREE STANDING STRUCTURE<br>Permission 6 September 2013 |

## **6.0 Representations**

6.1 Five representations have been received raising the following concerns;

- Overdevelopment of the countryside
- The camp site has been operational for a number of years
- Noise concerns
- The applicant has failed to comply with S106 in respect of types of activities and movements on the lane
- Additional vehicle movements
- Excessive speeds of traffic
- Who will maintain the lane?
- The lane is in poor condition

- Additional signage required
- Detrimental to pedestrian safety
- Lack of lighting at night is dangerous
- Lane unsuitable for large motorhomes
- Insufficient access for emergency services
- Increased vehicle movements result in noise disturbance
- Rubbish
- Dust
- Construction traffic will need to access the lane
- Will there be someone on site 24/7 to manage any issues arising

Seven letters of support have also been received.

## **7.0 Consultations**

### **EXTERNAL**

#### **Highways (Hampshire County Council)**

- 7.1 The applicant has used a first principle approach to calculate the level of trips generated by the proposed development, this methodology is acceptable given the unique nature of the development site.
- 7.2 It has been calculated that each camping pitch would generate a total of 6 daily traffic movements. It's understood that daily movements take place between a 12-hour period during the day of between 12:00pm and 12:00am (midnight). Operationally the vast majority of movements occur between 12:00pm and 18:00pm. With the site working at full capacity and all 17 pitches in use the site would generate a total of 102 traffic movements\* per day. When spread over a 12-hour period this would result in 8 or 9 traffic movements per hour.
- 7.3 With the above scenario being worst case, the Highway Authority are satisfied that due to the nature of this proposal, the number of trips generated by the development would not have a severe detrimental impact to highway safety in the local area and raise no objection.

\* The anticipated daily number of vehicles movements on the Lane has subsequently been reduced from 102 to 38. This reduction is because of an error in the Highway Technical Note (TN) which has been corrected and a reduction in the number of pitches.

### **Hampshire Countryside Services**

- 7.4 Fareham Footpath 18 (Oslands Lane) runs East from Bridge Road and provides a link from Swanwick to the River Hamble and links to the Coastal Path.
- 7.5 The proposed vehicular access to the development site is along footpath 18. There are no recorded public vehicular rights over footpath 18. It is an offence under Section 34 of the Road Traffic Act 1988 to drive over a public footpath, bridleway or restricted byway without lawful authority. This is a legal matter and the application should demonstrate to their own satisfaction and the satisfaction of Fareham Borough Council that they have this authority (either by owning the land over which the right of way runs, or alternatively having been granted permission by the landowner) and that this permission extends to development as proposed.
- 7.6 Hampshire County Council, as Highway Authority, have a duty to maintain the right of way to a standard commensurate only with its expected normal public use, which for footpath 18 is limited to pedestrians, we are not obliged to provide a surface suitable for cars.
- 7.7 The applicant is advised to provide suitable signage on Oslands Lane warning drivers of the presence of walkers on the footpath and of the requirement to give way to users.

### **Natural England**

- 7.8 No objection

### **INTERNAL**

#### **Ecology**

- 7.9 Immediately to the north, east and south of the site is a parcel of 'Priority Habitat' woodland. Andark Marsh Site of Importance for Nature Conservation (SINC) is located to the south of the existing access to the site.
- 7.10 It is understood that as part of the development of the diving lake, deer proof fencing was erected around the perimeter of the site. Provided that this fence line is still intact and will prevent access to the woodland by the campers, I raise no concerns.
- 7.11 I would however request that a species-rich native hedgerow or shrub/tree planting with native species, reflecting those present within the adjacent woodland is carried out along the northern, eastern and southern boundaries of the site (along the fence line). This could be secured via a Planning Condition. In addition, a planning condition should be imposed to restrict the parking of motorhomes within 10m of the woodland edge.

## **Environmental Health**

- 7.12 The operator of the site will need to apply for a licence to permit the occupation of the site for camping and motorhomes. The applicant should contact Environmental Health if planning permission is granted.

## **8.0 Planning Considerations**

- 8.1 The following matters represent the key material planning considerations which need to be assessed to determine the suitability of the development proposal:

- a) Principle of Development
- b) Site History
- c) Impact on Character & Appearance of the Area
- d) Impact on Living Conditions of Neighbouring Residential Properties
- e) Highways
- f) Ecology & Trees
- g) Impact on Habitat Sites

### **a) Principle of Development**

- 8.2 Policy CS14 of the Core Strategy states that:

*'Built development on land outside the defined settlements will be strictly controlled to protect the countryside and coastline from development which would adversely affect its landscape character, appearance and function. Acceptable forms of development will include that essential for agriculture, forestry, horticulture and required infrastructure.'*

- 8.3 Policy DSP8 of the Local Plan Part 2: Development Sites & Policies concerns New Leisure and Recreation Development Outside of the Defined Urban Settlement Boundaries. It sets out that proposals for leisure and recreation development outside of the defined urban settlement will be permitted, where they do not have an unacceptable adverse impact on the strategic and/or local road network. It is stated that proposals for camping and/or caravanning outside of the defined urban settlement boundaries should have good access to services and facilities, and should not detract from views to and from the River Hamble, Fareham Creek, Portsmouth Harbour, or the Solent Way Coastal footpath. In addition proposals should avoid the loss of significant trees, should not have an unacceptable impact on the amenity of residents, and should not result in unacceptable environmental or ecological impacts or detrimental impact on the character or landscape of the surrounding area. New buildings should be well designed to respect the character of the area and, where possible, should be grouped with existing buildings.

- 8.4 Policy DS1 of the Emerging Local Plan 2037 concerns development in the countryside. It states that proposals for development in the countryside will be supported where the proposal;

*'is for retail, community and leisure facilities, tourism or specialist housing where it can be demonstrated that there is a local need for the facility that cannot be met by existing facilities elsewhere.'*

- 8.5 In addition it is stated that proposals will need to demonstrate that they protect and enhance landscapes and sites of biodiversity value and recognise the intrinsic character and beauty of the countryside. The applicant suggests that the use of the land as a camp site would support the existing business enabling visitors to the diving lake to stay overnight for activity and leisure breaks. Camping/caravan sites for short term stays are certainly not in abundance elsewhere within the Borough and there are no such facilities locally.
- 8.6 It is considered that the proposal would comply with Policy CS14 of the adopted Core Strategy, Policy DSP8 of the adopted Local Plan Part 2: Development Sites & Policies and Policy DS1 of the Emerging Fareham Local Plan 2037.

#### **b) Site History**

- 8.7 The Andark Diving Lake was initially refused planning permission (P/09/0454/FP) by the Council in 2009 for the following reason;

*'The proposed development is unacceptable in that it is not essential for agricultural, forestry or horticultural purposes nor has an overriding need for a countryside location and is therefore contrary to Policy C1 of the Fareham Borough Local Plan Review.'*

- 8.8 The main issues considered in the subsequent appeal were the effect of the proposal on the character and appearance of the surrounding area, the effect in relation to traffic and the effect in relation to noise and disturbance. The appeal was dismissed by the Planning Inspector for one sole reason relating to the impact of the proposal on the amenity of neighbouring properties in terms of noise and disturbance from increased use of the lane by vehicles.
- 8.9 Within the application it was proposed that visitors to the lake would park within the existing car park at the bottom of the lane and would be transported to the lake by electric powered vehicles to minimise movements on the lane. On this matter the appeal inspector commented:

*‘There are a number of dwellings that use this track and any significant increase in vehicle movements along it could have an unacceptable impact on the living conditions of these occupiers in terms of convenience in using the track and possible disturbance when in their gardens. Meeting vehicles may have to back up a considerable distance.’*

- 8.10 The Inspector was of the view that there was insufficient information at that time to accurately assess the level of impact arising from the development in question in terms of vehicle movements and the impact to neighbouring properties. The applicants stated that only 50 people would be permitted to use the lake at any one time but there were concerns that there was potential for multiple sessions per day resulting in the need to transport up to 500 people up and down the lane in a single day. The appeal inspector indicated that transporting 50 people up and down the lane was likely to be reasonable but was concerned that transporting 500 people up and down the lane could have an unacceptable impact on the residential amenity of the occupants of those residential properties fronting the lane in terms of inconvenience and disturbance. He concluded that;

*‘because of the substantial potential for harm in association with traffic movements between the existing premises and the lake that the proposal would be unacceptable in relation to the living conditions of neighbouring occupiers.’*

- 8.11 A subsequent application (P/11/0197/FP) for the Diving Lake was permitted in 2011 which addressed these concerns by limiting the number of sessions to be held at the diving lake to one per day with a maximum of 50 people permitted at the session. It was suggested that this would result in approx. 10 vehicle movements per day on Oslands Lane. Visitors would on the whole park within the car park at the end of Oslands Lane and be transported to and from the site by minibus or electric vehicles (excluding vehicles displaying a disabled badge). These requirements were secured by a Section 106 legal agreement dated 5 October 2011 which remains enforceable. In addition prior to the Diving Lake being brought into use three passing places were installed on land to the south side of the lane at appropriate intervals to allow for the convenient passing of vehicles to ease movement on the lane and reduce the potential for conflict.

### **c) Impact on Living Conditions of Neighbouring Residential Properties**

- 8.12 In light of the above the increased number of movements on Oslands Lane as a result of the proposal and the subsequent impact on the living conditions of

neighbouring residential properties in terms of noise and disturbance is a key material planning consideration.

- 8.13 Policy DSP2 of the Local Plan Part 2: Development Sites & Policies concerns Environmental Impact and states that;

*‘Development proposals should not, individually, or cumulatively, have a significant adverse impact, either on neighbouring development, adjoining land, or the wider environment, by reason of noise, heat, liquids, vibration, light or air pollution (including dust, smoke, fumes or odour).’*

- 8.14 Policy D2 of the Emerging Fareham Local Plan 2037 sets out a similar test and states in part;

*“Development must ensure good environmental conditions for all new and existing users of buildings and external space.*

*Development proposals, including changes of use, will be permitted where they:...*

*b) Do not, individually, or cumulatively, have an unacceptable adverse environmental impact, either on neighbouring occupants, adjoining land, or the wider environment...”*

- 8.15 The Highway Technical Note (TN) submitted in support of the application suggests that a motorhome pitch would generate 2 vehicular movements per day and a tent would generate 4 movements per day. Based on the reduced number of pitches proposed that would equate to a total of 38 additional vehicle movements on the lane per day. It is not considered that the number of additional vehicle movements on the lane generated by the campsite would be of a level that would result in a detrimental impact to the living conditions of neighbouring properties by virtue of inconvenience, noise or disturbance. The current application differs to the appeal proposal in this respect in that there is more certainty in the anticipated number of vehicle movements that would be generated by the campsite and the conditions on the lane have also been improved since that time through the addition of the passing bays.

- 8.16 It is also not considered that the use of the site for camping would result in noise levels that would be harmful to the living conditions of neighbouring residential properties. The nearest property (Glenside) would be in excess of 90m from the nearest pitch. The camp site has been operational on a small scale for a number of years and no direct complaints have been received by Environmental Health in respect of noise or disturbance.

#### **d) Impact on Character & Appearance of the Area**

- 8.17 The site is visually contained by surrounding woodland and there would be limited views into the site. Whilst it is possible to obtain views from the adjacent public footpath at the northern boundary it is not considered that the low number of motorhomes and tents to be accommodated on the site in a low density arrangement would be visually intrusive. The camp site would not be in use during the winter months (December - February) when tents and motorhomes would be more visible due to the loss of vegetation screening. It is not considered that the proposal would adversely affect the landscape character, appearance or function of the countryside.

#### **e) Highways**

- 8.18 The Highway Authority (Hampshire Council Council) have been consulted on the application and raised no objection in relation to highway safety as a result of the increased vehicle movements. The figures referred to in the County Highway Officers consultation response are now outdated and the anticipated daily number of vehicles movements on the lane has been reduced from 102 to 38, although it should be noted there was no objection to the higher figure. This reduction is because of an error in the Highway Technical Note (TN) which has been corrected and a reduction in the number of pitches. Given the low volume of vehicular traffic associated with the proposed use and the relatively slow vehicle speeds on Oslands Lane, the proposed development is not considered likely to result in highway capacity or safety issues, including pedestrian users of the public footpath. A planning condition would be imposed to seek additional signage on the lane to alert drivers to the presence of pedestrians and to encourage reduced vehicle speeds.
- 8.19 The applicant has advised that caravans are not to be permitted at the campsite. It is considered that the surfacing of the lane and the limited width in places would cause difficulty for cars towing a caravan which could potentially result in temporary obstruction of the lane. A planning condition would be imposed accordingly.
- 8.20 The TN includes an extract from Land Registry which demonstrates that the applicant has a legal right of access over Oslands Lane from the junction with the A27 (Bridge Road) to the application site. Although this is largely a private matter the applicant is satisfied that they have the necessary right of access to the application site and the Council has no grounds to dispute this.

#### **f) Ecology & Trees**

- 8.21 The proposal would not result in the removal of any trees but it is surrounded by woodland which is ecologically sensitive. The site is currently enclosed around its boundaries which would limit the potential for public access directly to the woodland from the camp site. The proposed site plan also shows a buffer (approx. 14m) along the eastern boundary of the site and a planning condition would be imposed to ensure that a further fence line is installed to enclose this buffer. Further details of a landscaping scheme incorporating species-rich native hedgerow planting or shrub/tree planting will also be sought for the buffer and along the northern and southern boundaries of the site. The position of the pitches should remain as indicated on the proposed site plan to prevent infringement on the woodland and this would be secured by planning condition.

#### **g) Impact on Habitat Sites**

- 8.22 Core Strategy Policy CS4 sets out the strategic approach to Biodiversity in respect of sensitive European sites and mitigation impacts on air quality. Policy DSP13: Nature Conservation of the Local Plan Part 2 confirms the requirement to ensure that designated sites, sites of nature conservation value, protected and priority species populations and associated habitats are protected and where appropriate enhanced.
- 8.23 The Solent is internationally important for its wildlife. Each winter, it hosts over 90,000 waders and wildfowl including 10 per cent of the global population of Brent geese. These birds come from as far as Siberia to feed and roost before returning to their summer habitats to breed. There are also plants, habitats and other animals within The Solent which are of both national and international importance.
- 8.24 In light of their importance, areas within The Solent have been specially designated under UK/ European law. Amongst the most significant designations are Special Protection Areas (SPA) and Special Areas of Conservation (SAC). These are often referred to as 'Habitat Sites' (HS).
- 8.25 Regulation 63 of the Habitats and Species Regulations 2017 provides that planning permission can only be granted by a 'Competent Authority' if it can be shown that the proposed development will either not have a likely significant effect on designated sites or, if it will have a likely significant effect, that effect can be mitigated so that it will not result in an adverse effect on the integrity of the designated sites. This is done following a process known as an Appropriate Assessment. The Competent Authority is responsible for carrying out this process, although they must consult with Natural England and have regard to their representations. The Competent Authority is the Local Planning Authority.

- 8.26 Officers have undertaken an Appropriate Assessment to assess the likely significant effects of the development on the HS. The key considerations for the assessment of the likely significant effects are set out below.

***Recreational Disturbance -***

- 8.27 Firstly, in respect of Recreational Disturbance, the development is within 5.6km of the Solent SPAs and is therefore considered to contribute towards an impact on the integrity of the Solent SPAs as a result of increased recreational disturbance in combination with other development in the Solent area.
- 8.28 NE advised that in respect of the Solent SPA's a contribution would not be required in respect of the proposed use to address the impact of recreational disturbance provided that it was not operated during the overwintering months (Oct-March). As the camp site would be open for 3 months of the overwintering period a proportionate contribution has been sought based on the flat fee for the thirteen caravans/tents which is currently set at £652 per pitch. The applicants have made the appropriate financial contribution towards the Solent Recreational Mitigation Partnership Strategy (SRMP).
- 8.29 Research undertaken by Footprint Ecology has identified that planned increases in housing around the New Forest's designated sites, will result in increased visitors to the sites, exacerbating recreational impacts upon them. It was found that the majority of visitors to the New Forest's designated sites, on short visits/day trips from home, originated from within a 13.8km radius of the sites referred to as the 'Zone of Influence' (ZOI). The western side of the Borough of Fareham falls within this 13.km radius, measured on the basis of 'how the crow flies'.
- 8.30 This Council's Interim Mitigation Solution to address this likely significant effect, was approved by the Council's Executive on 7th December 2021. The Interim Mitigation Solution has been prepared in consultation with Natural England. The mitigation comprises a financial contribution from the developer to mitigate against any impacts through improvements to open spaces within Fareham Borough and a small financial contribution to the New Forest National Park Authority. The applicant has made a financial contribution (equivalent to thirteen dwellings) which has been secured by an agreement under Section 111 of the Local Government Act 1972.

***Water Quality (nitrates)***

- 8.31 Natural England has highlighted that there is existing evidence of high levels of nitrogen and phosphorus in parts of The Solent with evidence of

eutrophication. Natural England has further highlighted that increased levels of nitrates entering The Solent (because of increased amounts of wastewater from new dwellings and overnight accommodation) will have a likely significant effect upon the HS.

- 8.32 A nitrogen budget has been calculated in accordance with Natural England's '*National Generic Nutrient Neutrality Methodology*' (Feb 2022) ('the NE Advice') and the updated calculator (20 April 2022) which confirms that the development will generate 5.58 kgTN/year. Officers have accepted the use of an average occupancy of the proposed motorhomes/tents of 2.4 persons. The existing use of the land for the purposes of the nitrogen budget is considered to be open urban land. A slightly lower level of water consumption in comparison to dwellings of 100L water/per day/per person has been proposed and accepted in the budget calculation. It is not expected that guests at the campsite would use as much water as within the typical dwelling (this is supported by water requirements set out within BS 8551:2015). The nitrate budget is also calculated based on the seasonal use of the campsite, taking into account the 3 month winter closure period. Due to the uncertainty of the effect of the nitrogen from the development on the HS, adopting a precautionary approach, and having regard to NE advice, the Council will need to be certain that the output will be effectively mitigated to ensure at least nitrogen neutrality before it can grant planning permission.
- 8.33 The applicant has secured 5.58 kg of nitrate mitigation 'credits' from a wetland scheme at Whitewool Farm and provided the Council with the completed allocation agreement to confirm. Through the operation of a legal agreement between the landowners (William and James Butler), the tenant (Butler Farms) and Fareham Borough Council dated 3rd November 2021, the purchase of the credits will result in a corresponding reduction in nitrogen entering The Solent marine environment.
- 8.34 The Council's appropriate assessment concludes that the proposed mitigation and planning conditions will ensure no adverse effect on the integrity of the HS either alone or in combination with other plans or projects. Natural England has been consulted on the Council's Appropriate Assessment and agrees with its findings. It is therefore considered that the development accords with the Habitat Regulations and complies with Policies CS4 and DSP13 and DSP15 of the adopted Local Plan.

### **Summary**

- 8.35 The proposal is considered to comply with the relevant policies of the adopted Local Plan and the Emerging Fareham Local Plan 2037. It is not considered that the proposal would have an unacceptable impact on the residential

amenity of the neighbouring residential properties in terms of inconvenience, noise or disturbance. The site is visually contained and the proposal would not have an adverse impact on the character and appearance of the area. The proposal would not have an unacceptable impact on the strategic or local road network or pedestrian safety. The proposal would not adversely affect trees or ecology and appropriate mitigation has been secured to address the likely significant effect of the proposal on Habitat Sites.

## **9.0 Recommendation**

### **9.1 GRANT PLANNING PERMISSION;** subject to the following conditions;

1. The development hereby permitted shall be carried out strictly in accordance with the following drawings/documents:
  - i) Location Plan – drwg No. A-XX-1000 Rev P1
  - ii) Proposed Site Plan – drwg No. A-00-100
  - iii) External elevations and plans toilets – drwg No. I-00-500 Rev I2REASON: To avoid any doubt over what has been permitted.
2. The use hereby permitted shall take place only between 1 March – 30 November (inclusive) in each calendar year unless otherwise agreed in writing with the Local Planning Authority following submission of a planning application for that purpose.  
REASON: In order to safeguard the character and appearance of this countryside location; To ensure the proposal would not have an adverse impact on Protected Sites.
3. A maximum of seven motorhomes and six tents shall be stationed at the camp site at any given time.  
REASON: In the interests of residential amenity; To ensure the proposal would not have an adverse impact on Protected Sites.
4. The positioning of individual tents/motorhomes on the application site shall accord with the position of pitches as shown on the approved site plan (drwg No. A-00-100).  
REASON: In order to safeguard the character and appearance of this countryside location; To protect the surrounding woodland.
5. No caravans shall be stationed at the camp site hereby permitted.  
REASON: Access to the site is not considered adequate; In the interests of residential amenity.
6. Within one month from the date of this decision notice a proposed scheme of signage to be installed on Oslands Lane to caution drivers of the presence of

walkers on the footpath and of the requirement to give way to users shall be submitted to the Local Planning Authority in writing. The approved signage shall be installed within one month from the date of approval of that scheme and shall thereafter be retained.

REASON: In the interests of pedestrian safety.

7. Within one month from the date of this decision notice further details of the means of enclosure of the ecological buffer (as shown on drwg No. A-00-100) along the eastern boundary of the site shall be submitted to the Local Planning Authority to prevent public access to this area. The approved means of enclosure shall be constructed on-site within one month from the date of approval and shall thereafter be retained.

REASON: To protect the adjacent woodland in the interests of biodiversity.

8. Within one month from the date of this decision notice a landscaping scheme shall be submitted to the Local Planning Authority with a specification for the provision of a species-rich native hedgerow or shrub/tree planting (to reflect those species present within the adjacent woodland) within the ecological buffer at the eastern boundary and along the inside of the fence line along the northern/southern boundaries of the site.

REASON: To protect the adjacent woodland and to enhance the biodiversity value of the site.

9. The landscaping scheme, submitted under Condition 8 shall be implemented and completed within the first planting season following the approval of the landscaping scheme or as otherwise agreed in writing with the Local Planning Authority and shall be maintained in accordance with the agreed schedule. Any trees or plants which, within a period of five years from first planting, are removed, die or, in the opinion of the Local Planning Authority, become seriously damaged or defective, shall be replaced, within the next available planting season, with others of the same species, size and number as originally approved.

REASON: To protect the adjacent woodland and to enhance the biodiversity value of the site.

10. Within one month from the date of this decision notice evidence shall be submitted to the Council to demonstrate that the required nitrate mitigation capacity has been allocated to the development pursuant to the allocation agreement dated 16 February 2023 between (1) William Northcroft Butler and James Nicholas Butler, (2) H N Butler Farms Ltd and (3) Andrew Patrick Goddard & Stephanie Jane Goddard.

REASON: To demonstrate that suitable mitigation has been secured in relation to the effect that nitrates from the development has on Habitat Sites.

THEN

**9.2** DELEGATE authority to the Head of Development Management to:

make any necessary modification, deletion or addition to the proposed conditions.

***Note to applicant***

Please contact Environmental Health to obtain an appropriate site license.

**10.0 *Background Papers***

Application documents and all consultation responses and representations received as listed on the Council's website under the application reference number, together with all relevant national and local policies, guidance and standards and relevant legislation.

# FAREHAM

## BOROUGH COUNCIL



Andark, 256 Bridge Road

Scale 1:1,250

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