



Appeal Decision

Site visit made on 2 September 2025

by T Bennett BA(Hons) MSc MRTPI

an Inspector appointed by the Secretary of State

Decision date: 30th September 2025

Appeal Ref: APP/A1910/W/25/3366214

Land east of Green Lane, Hemel Hempstead AL3 7AP

- The appeal is made under section 78 of the Town and Country Planning Act 1990 (as amended) against a refusal to grant planning permission.
 - The appeal is made by Mr Richard Blair against the decision of Dacorum Borough Council.
 - The application Ref is 24/01593/MFA.
 - The development proposed is change of use from agricultural land to Suitable Alternative Natural Greenspace (SANG) with associated access and car park.
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Decision

1. The appeal is allowed and planning permission is granted for change of use from agricultural land to Suitable Alternative Natural Greenspace (SANG) with associated access and car park at Land east of Green Lane, Hemel Hempstead AL3 7AP in accordance with the terms of the application, Ref 24/01593/MFA, subject to the conditions in the attached schedule.

Applications for costs

2. An application for costs was made by Mr Joel Merris (on behalf of Vistry Homes Ltd and Richard Blair) against Dacorum Borough Council. This application is the subject of a separate Decision.

Main Issues

3. The main issues are:
 - whether the development is inappropriate development in the Green Belt having regard to the National Planning Policy Framework (the Framework) and any relevant development plan policies; including the effect on openness;
 - whether the SANG would provide a safe and satisfactory means of access for all users, having regard to the location, flood risk and pedestrian access;
 - whether the harm by reason of inappropriateness, and any other harm, would be clearly outweighed by other considerations so as to amount to the very special circumstances required to justify the proposal.

Reasons

Whether inappropriate development

4. The appeal site lies in the Metropolitan Green Belt. The Framework explains that the Government attaches great importance to Green Belts. The fundamental aim

- of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.
5. Policy CS5 of the Dacorum Borough Core Strategy (2013) (CS) sets out that national policy will be applied to protect the openness and character of the Green Belt, local distinctiveness and the physical separation of settlements.
 6. The Framework states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Certain forms of development are, however, not inappropriate.
 7. The appeal scheme consists of a change of use of agricultural land to a SANG. This would fall under the Green Belt exception set out at paragraph 154 h) v. which allows material changes in the use of land (such as changes of use for recreation). The proposal would also include ancillary development in the form of interpretation boards, waste/dog bins, gates/fences and benches. This aspect would fall under the exception set out at paragraph 154 b) of the Framework which allows the provision of appropriate facilities (in connection with the existing use of land or a change of use). The proposal would also include the construction of a small car park to provide parking for 25 vehicles off Gaddesden Lane. This would fall under the exception set out at paragraph 154 h) ii. which allows for engineering operations. The appellant also considers the car park could fall under the exception at paragraph 154 b) of the Framework. However, regardless of which exception the car park would fall under, in all of the above, the exception is only on the basis that the development preserves the openness of the Green Belt and does not conflict with the purposes of including land within it.
 8. Both parties agree that the ancillary development and change of use of the land would not conflict with the relevant Green Belt exceptions set out in the Framework. From all I have seen and read, I have no reason to come to an alternate view on these aspects. The Council, however, consider the car park would have an adverse effect on the openness of the Green Belt, conflicting with paragraph 154 h) ii., this is a matter to which I now turn.
 9. The car park would introduce a modest area of hard standing comprising of hoggin which would be accessed from a new six metre wide access from Gaddesden Lane. The appeal site is currently an agricultural field. The perimeter of the car park would be planted with vegetation, which once matured would assist in filtering views of the car park and any parked vehicles from wider public views. However, this will take some time to mature and notwithstanding this, given the proposed 6 metre access point, the car park and associated vehicles would be visible to passers-by using Gaddesden Lane. Although cars are not permanent fixtures, there is the potential that the car park will be frequently used. The car park with the parked vehicles would therefore have an adverse effect both visually and spatially on the openness of the Green Belt at this location as currently it is an open field devoid of any hardstanding and associated vehicles. However, given the proposed screening, and that the car park would be sited on the lowest topographical area on site, any adverse effects would be very limited and localised.
 10. As I have found that the proposed car park would lead to some harm to the openness of the Green Belt, albeit limited, it follows that the openness of the

Green Belt would not be preserved. Moreover, the car park would have an urbanising effect, in contrast to the current rural agricultural character of the site. Whilst such an effect would be very limited, it would nevertheless run contrary to the Green Belt purpose of safeguarding the countryside from encroachment.

11. For the reasons above, the proposal would be inappropriate development in the Green Belt in conflict with Policy CS5 of the CS and Paragraph 154 h) ii. of the Framework.

SANG Access

12. The SANG would be approximately 16 hectares, located on agricultural land to the north of Gaddesden Lane and the east of Green Lane. Entrance to the SANG would be from Gaddesden Lane.
13. The aim of the SANG is to reduce visitor pressure on the Chiltern Beechwoods Special Area of Conservation (CBSAC) that includes the Ashridge Commons and Woods Site of Special Scientific Interest (SSSI). The CBSAC Mitigation Strategy for Ashridge Commons and Woods SSSI (2022) sets out that SANGs between 12-20HA should have a catchment size of 4 kilometres. Such a catchment size is clearly beyond a typical walking distance and indicates that there is no need for SANGs to be directly adjacent to or within walking distance of its target residential area or new residential development. Indeed, there is no such requirement for SANGs to be within walking distance in the CBSAC, Natural England's Guidance for SANG Creation (2021) or the guidance set out in the Footprint Ecology Report (2022) which relates to the CBSAC. The Footprint Ecology guidance suggests that SANGs should be located in 'quiet countryside locations', such as the appeal site.
14. The catchment of the SANG will cover Redbourn, Flamstead and the northern part of Hemel Hempstead. This location is well positioned to intercept visitors travelling to visit the nearby CBSAC at Ashridge Commons and Woods SSSI. The SANG would be approximately a 5 to 10 minute car journey from these areas. The SANG is anticipated to provide mitigation for approximately 847 homes, initially for new housing at Spencer's Park. A car park and cycle spaces are included to serve these visitors. Evidence from a visitor survey submitted by the appellant, conducted within the CBSAC, shows that the vast majority of visitors (95% in six out of the ten survey locations at Ashridge Commons) arrive by car. The CBSAC mitigation strategy sets out that the SANG should target these visitors. Therefore, given the SANGs location and catchment size, I am satisfied that its primary users would be those arriving by car, with the provision of foot access not essential for it to function as a SANG .
15. Policy CS12 of the CS, states that development *should* (my emphasis) provide a safe and satisfactory means of access for all users. This indicates an element of discretion dependent on site specific circumstances.
16. Both Gaddesden Lane and Green Lane are single width rural lanes, lacking footways or street lighting and are flanked by vegetation. Although such road types are not unusual in a countryside location, they would not be attractive roads for pedestrians walking to the SANG. Additionally, Gaddesden Lane forms part of the Chiltern Cycle Way and is frequently used by cyclists as well as horse-riders. Given the likely users of the SANG, the numbers of people accessing it on foot would be limited.

17. Although there are no public rights of way (PROW) that extend through the site, there are some nearby. One of these, public footpath 40, is located to the north of the site and connects to other footpaths that lead to surrounding towns and villages. The definitive map shows that many of the PROW in the vicinity are not completely connected and already involve some walking on both Green Lane and Gaddesden Lane should a continuous journey along the PROW be undertaken. Pedestrians using the wider network of footpaths would only have to navigate relatively short sections of either Green Lane or Gaddesden Lane to access the appeal site.
18. Traffic data submitted by the appellant indicates that the SANG could generate up to 100 two-way trips per day. Peak periods would likely occur between 10.00 and 15.00, outside of the peak rush hour. The data also shows that daily traffic flows fluctuate over a week with daily variances of up to 175 vehicles. The additional trips resulting from the SANG, would therefore fall within the variation flow, and as such, would not constitute a harmful increase in traffic, with no substantive evidence to indicate that the condition of the road would deteriorate further.
19. Available crash data for Gaddesden Lane, covering the three-year period from 2019 to 2023, identifies only 2 slight incidents having occurred between Green Lane and Hemel Hempstead Road. This indicates that there is not a particular highway safety concern on this stretch of road, even considering the condition of the road. Moreover, the Highways Authority following a review of the appellants submissions considered that the proposal would not result in adverse impacts on highway safety and overall raised no objection to the proposal.
20. Paragraph 116 of the Framework states that development should only be refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation would be severe. I have been provided with no substantive technical evidence which would indicate an unacceptable impact on highway safety or prompt me to disagree with the conclusions of the highways authority.
21. I acknowledge the concerns of interested parties with regard to surface water flooding on Gaddesden Lane, which could make it difficult to access the site on foot. However, the primary users of the site would be arriving by vehicle. The photographs submitted by the Council do not demonstrate that surface water on the road would prevent vehicular access. Furthermore, as the photographs lack annotations and information such as dates, times, duration, depth or frequency of flooding, I can only attach limited weight to these, particularly given the lack of objections from the Lead Local Flood Authority (LLFA) and in the absence of any other substantive technical evidence.
22. Whilst the Environment Agency's surface water flood map indicates medium-high risk of surface water flooding near to the southern boundary of the site, where the car park would be located, it only shows a low risk on Gaddesden Lane near to the appeal site in a few dispersed locations. Mitigation measures have been proposed as part of the appeal scheme, such as raising the height of the ground where the car park would be located, introducing swales and porous paving to ensure access to the SANG and ensure flooding would not increase elsewhere outside of the site. Flood modelling shows that the measures introduced would reduce flood depths outside of the site on Gaddesden Lane, providing a betterment over the existing situation.

23. Given the likely limited number of pedestrians, that the proposal would result in a betterment to areas outside the site over the existing situation, and in the absence of any technical evidence to the contrary which would indicate that surface water flooding would preclude safe access for all to the site, I consider it has not been demonstrated that surface water flooding would prevent SANG users from accessing the site to the extent that it would not be a suitable alternative to the CBSAC, and the concerns do not justify refusing permission on this issue.
24. I also note that Natural England have not objected to its location and landscape strategy and consider it would provide a good recreational opportunity for visitors.
25. In conclusion, considering the primary users of the SANG, predicted traffic flows, crash data, existing footpaths in the area, flood information and the lack of objections from statutory consultees, the proposed SANG would be in a suitable location for it to function and it would provide safe and satisfactory access for all users, principally those arriving by car, having regard to its location, flood risk and pedestrian access. This is in accordance with Policy CS12 of the CS.
26. The proposal would also accord with Policy CS9 of the CS which requires development to be directed to the appropriate category of road and that in the countryside regard is had to the effect of new development and traffic on the safety and environmental character of country lanes.

Other considerations

27. The appellant has put forward several other considerations in support of the SANG. As SANG provision in this part of the Borough is limited, the proposal would unlock a significant number of much-needed new homes that are currently constrained by a lack of SANGs in the area. This in turn would provide substantial economic benefits during both the construction phase of the new homes and after their occupation. Given the Government's objective to significantly boost the supply of homes, I give substantial weight to the homes that the proposal would unlock and the ensuing economic benefits.
28. The SANG would also provide an additional recreational facility and high-quality open public space capable of diverting visitors who may otherwise visit the CBSAC. I give moderate weight to this benefit.
29. The SANG would also include planting of native meadow, trees and hedgerow resulting in substantial net gain for Biodiversity over the existing baseline and over the SANG requirements. I give considerable weight to these biodiversity benefits.

Other Matters

30. Concerns have been raised that the proposal would lead to anti-social behaviour such as drug dealing and fly tipping. I note photographs submitted showing incidents of alleged fly-tipping in the area. However, I have little evidence before me which would suggest that this is a persistent problem in the area or that the proposed SANG and car park would encourage a rise in such behaviour.
31. Management of the SANG would be secured by a legal agreement. A management statement has been submitted with a general maintenance schedule which includes frequency of rubbish collection.

32. Whilst the exact nature, number and location of trees, benches and bins have not yet been fully established, I am satisfied that such details can be secured by an appropriately worded condition.
33. Any signs directing traffic to the SANG would have a very limited urbanising effect and would not justify refusing permission on this basis alone.
34. I am aware that two underground gas pipes extend across the site. The British Pipeline Agency has found that the pipelines would be unaffected by the proposal. Given the form of the proposed development, I see no reason to come to alternate view.
35. The appeal site would result in the loss of some grade 3 agricultural land. However, with the exception of the car park, the application site would remain largely undeveloped as the built form is minimal. Considering the extensive agricultural land in the surrounding area, I do not believe the loss would not be detrimental, with neither the Council nor Natural England raising any concerns on this issue.
36. I have limited information on future housing proposals at Church End, Redbourn. Any matters relating to infrastructure provision in connection with such proposals would be matters considered as part of any submitted proposals and have not been a deciding factor in this appeal.
37. Concerns have been raised that the fencing enclosing the site would stop wildlife such as deer, moving freely. Whilst noting these concerns, given the extensive open fields surrounding the site, I am not persuaded the SANG would be detrimental to the wildlife, nor have any concerns been expressed by the county ecologist in this regard.

Chilterns National Landscape

38. The appeal site is adjacent to the boundary of the Chilterns National Landscape and forms part of its setting. The Framework requires great weight to be given to conserving and enhancing the landscape and scenic beauty in these areas, which is the statutory purpose of such landscapes. I am mindful of my duties to further the purpose of conserving and enhancing the natural beauty of National Landscapes.
39. The Chilterns National Landscape closest to the appeal site is covered by the Revel End Plateau landscape, where its key characteristics are the farmland, discrete woodlands and plantations.
40. With the exception of the car park, which would be screened by planting, the site would retain a rural character, predominantly grassland meadow with woodland planting and mown paths. Moreover, given the presence of mature hedgerows along the western boundary of the appeal site, which would remain, any views from the Chilterns National Landscape towards the site and likewise from the site towards the Chilterns, would be significantly restricted. Through the provision of grassland sward and new hedgerow and tree planting, the site will deliver a biodiversity net gain. I therefore find that the proposal would conserve and enhance the natural beauty of the Chilterns National Landscape.

Planning Obligation

41. During the course of the appeal a Section 106 legal agreement, dated and signed by the parties, was submitted to secure the obligations sought by Natural England.
42. Natural England expressed concern during the application process that there was a lack of clarity regarding the management agent of the SANG. Without such clarity and a legal agreement between the applicant and the LPA securing the management of the SANG, Natural England could not be satisfied that the SANG management was secure and funded in perpetuity (taken to be a minimum of 80 years) to fulfil its function as mitigation for adverse impacts on the Chilterns Beechwoods SAC.
43. The submitted legal agreement seeks to secure future management of the site in perpetuity and provisions should the management company fail. I am thus satisfied that the legal agreement meets the tests set out in regulation 122 of the CIL Regulations and Paragraph 57 of the Framework, being necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind to it.

Chiltern Beechwoods

44. The appeal site is located within the zone of influence of the CBSAC, afforded protection under the Conservation of Habitats and Species Regulations 2017 (as amended) (the Habitat Regulations). As competent authority I am required to consider whether the proposal would be likely to have a significant effect on the integrity of the CBSAC.
45. The Chilterns Beechwoods SAC is an extensive area on the Chilterns escarpment with ancient woodland, acid commons with relict heath, ancient Beech pollards, chalk grassland and scrub. Its key qualifying features are beech forests on neutral to rich soils, semi-natural dry grasslands and scrub on chalk, and its stag beetle population.
46. The SAC has been identified by Natural England as being vulnerable to harm as a result of recreational disturbance which would be exacerbated by an increase in the local population resulting from new residential development.
47. As set out above, the proposed development would be an attractive alternative natural green space, in a suitable location, meeting the guidance for SANGs set out by Natural England and the criteria within the CBSAC Mitigation Strategy. Its location would intercept visitors who may otherwise travel to the SAC at Ashridge Commons and Woods from developments within the 4km catchment area of the SANG.
48. Accordingly, and after considering all the issues raised, I consider that the SANG would contribute towards mitigating the adverse recreational pressure impacts at the CBSAC and I am satisfied that a likely significant effect of the proposal on the designated site can be ruled out. There is therefore no requirement for me to undertake an appropriate assessment in relation to the effect of granting permission on the CBSACs integrity.

Conditions

49. The Council suggested a number of conditions, which I have considered in the light of the advice in the Framework and Planning Practice Guidance (PPG).
50. In addition to the standard time limit condition, it is necessary to specify the approved plans in the interest of certainty. Two pre-commencement conditions (3,5) are necessary as they cover matters to be addressed before construction works begin. The appellant has agreed to the pre-commencement conditions. I have made an amendment to the Council's suggested wording of condition 5, omitting reference to plans which are covered by condition 2.
51. Conditions on archaeology are necessary to ensure facilities are made for evaluation and interpretation of any archaeological evidence. I have amended the Council's suggested condition to relate to the car park only as this is the only part of the site where below ground disturbance will occur.
52. A condition requiring a construction method statement and drawings of the surface water drainage network and drainage components is necessary for flood prevention. To manage flood risk, conditions are also necessary to ensure that the implementation of the approved surface water drainage system is verified and that the system is subsequently managed and maintained properly.
53. To ensure safe access from the car park a condition is necessary to ensure the visibility splay is constructed in accordance with the approved plans. A condition is also necessary to ensure the proposed access and hardstanding is carried out with the approved plan and retained thereafter in the interests of highway safety. Due to highway safety both of these conditions are required to be complied with prior to the first use of the development.
54. A landscaping condition is required to ensure an acceptable appearance to the development, that appropriate levels of planting are secured for it to function as a SANG and to ensure appropriate numbers of bins/benches are provided. Conditions specifying the car park material and further details on the height restriction barrier to the car park are necessary in the interests of the character and appearance of the area. To ensure satisfactory levels of accessible/disabled parking are provided, a condition requiring the submission of a parking layout is necessary.
55. To ensure the site can function as a SANG, it is necessary to impose a condition ensuring that the site is open to members of the public all year round and for no charge.
56. I have considered the Council's suggested condition to limit the car park's hours of operation to between sunset and sunrise on any day. However, as I have found no harm would be caused to the living conditions of nearby residents, such a condition would be unnecessary, and would conflict with the requirements of the Framework and the PPG. Moreover, the condition as suggested by the Council, could mean the car park would not be accessible when people are seeking to use the SANG, which could lead to potential visitors to instead choose the CBSAC, thereby limiting the SANGs effectiveness.

Green Belt Balance and Conclusion

57. I have found the proposed development would cause some limited harm to the openness of the Green Belt, failing to preserve the openness and conflicting with a Green Belt purpose and, as such, the proposal is inappropriate development in the Green Belt. In accordance with paragraph 153 of the Framework I attribute substantial weight to the harm to the Green Belt.
58. Paragraph 153 of the Framework confirms that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.
59. I have found the proposal would provide safe and satisfactory access, with the Highways Authority also raising no objection. However, a lack of harm weighs neither for nor against the proposal.
60. Against the harm, I attach substantial weight to the number of homes the proposal would assist in delivering and associated economic benefits, moderate weight to the provision of high quality open public space and considerable weight to the biodiversity benefits.
61. Overall, the cumulative benefits of the development clearly outweigh the harm of the proposal to the Green Belt. Consequently, the very special circumstances needed to justify the development exist.
62. The proposal accords with the development plan taken as a whole and the Framework. There are no material considerations to indicate otherwise. For these reasons, the appeal is allowed.

T Bennett

INSPECTOR

Schedule of Conditions

- 1) The development hereby permitted shall begin not later than three years from the date of this decision.
- 2) The development hereby permitted shall be carried out in accordance with the following approved plans and reports:
CSA/6751/108/A, CSA/6751/01/A, CSA/6751/107 Rev E, CSA/6751/109, CSA/6751/110, CSA/6751/06, CSA/6751/03, CSA/6751/04, CSA/6751/05/C, 21-2444 TR05, P21-2444 FIGURE 4.1, 240848-RAP-XX-XX-DR-D-4000 Rev P01, 240848-RAP-XX-XX-DR-D-4001 Rev P01, 240848-RAP-XX-XX-DR-D-3000 Revision P3, Planning Statement by Turley (dated July 2024), Flood Risk Assessment by Rappor Consultants Ltd (dated October 2024 Rev 1), Flood Risk and Drainage Non-Technical Summary – Additional Submission (dated December 2024 Rev 1), Drainage Strategy – Engineer’s Response (dated December 2024 Rev 1), Hydraulic Modelling Technical Note (dated December 2024 Rev 1), Arboricultural Impact Assessment – Barton Hyett Associates, July 2024.
- 3) No development shall commence until an Archaeological Written Scheme of Investigation has been submitted to and approved in writing by the local planning authority. The scheme shall include details of a programme of archaeological works focussing on the proposed car park, an assessment of significance and research questions; and:
 - (a) The programme and methodology of site investigation and recording with regards to the area of car park construction.
 - (b) The programme for post investigation assessment.
 - (c) Provision to be made for analysis of the site investigation and recording.
 - (d) Provision to be made for publication and dissemination of the analysis and records of the site investigation.
 - (e) Provision to be made for archive deposition of the analysis and records of the site investigation.
 - (f) Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.
- 4)
 - i) No development shall take place other than in accordance with the Written Scheme of Investigation approved under condition 3.
 - ii) The development shall not be first used until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition 3; and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.

- 5) No development shall commence until construction drawings of the surface water drainage network, associated sustainable drainage components (Swales, Earth Bunds and Porous Paving) and a construction method statement have been submitted to and approved in writing by the local planning authority.

The scheme shall then be constructed as per the agreed drawings and method statement and remain in perpetuity for the lifetime of the development unless agreed in writing by the local planning authority. No alteration to the agreed drainage scheme shall occur without prior written approval from the Local Authority.

- 6) The development hereby approved shall not be used until details of the maintenance and management of the sustainable drainage scheme have been submitted to and approved in writing by the local planning authority.

The drainage scheme shall be implemented prior to the first usage of the development hereby approved and thereafter managed and maintained in accordance with the approved details in perpetuity. The local planning authority shall be granted access to inspect the sustainable drainage scheme for the lifetime of the development. The details of the scheme to be submitted for approval shall include:

- i) a timetable for its implementation.
 - ii) details of SuDS feature and connecting drainage structures and maintenance requirement for each aspect including a drawing showing where they are located.
 - iii) a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime. This will include the name and contact details of any appointed management company.
- 7) Upon completion of the surface water drainage system, including any SuDS features, and prior to the first use of the development; a survey and verification report from an independent surveyor shall be submitted to and approved in writing by the local planning authority. The survey and report shall demonstrate that the surface water drainage system has been constructed in accordance with the details approved pursuant to condition 6. Where necessary, details of corrective works to be carried out along with a timetable for their completion, shall be included for approval in writing by the local planning authority. Any corrective works required shall be carried out in accordance with the approved timetable and subsequently re-surveyed with the findings submitted to and approved in writing by the local planning authority.
- 8) Prior to the first use of the development hereby permitted a visibility splay shall be provided in full accordance with the details indicated on the approved drawing number P21-2444 FIGURE 4.1. The splay shall thereafter be retained at all times free from any obstruction between 600mm and 2m above the level of the adjacent highway carriageway.

- 9) Prior to the first use of the development hereby permitted, the proposed access and all other highway works, on-site hardstanding and turning areas shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plans and retained thereafter available for that specific use.

- 10) Prior to construction of the car park hereby approved, a detailed plan illustrating the quantum and location of standard vehicle parking spaces, disabled/accessible vehicle spaces and on site cycle parking shall be submitted to and approved in writing by the local planning authority.

The development shall be carried out in accordance with the approved details and shall thereafter be retained for those purposes and maintained in a good condition for the lifetime of the development.

- 11) Prior to first use of the development hereby approved, full details of soft landscape works shall be submitted to and approved in writing by the local planning authority. These details shall include:

- means of enclosure;
- soft landscape works including a planting scheme with the number, size, species and position of trees, plants and shrubs; and
- minor artefacts and structures (e.g. benches, signage, interpretation boards, bins etc.)

The development shall be carried out in accordance with the approved details and thereafter maintained for the lifetime of the development.

The planting must be carried out within one planting season of completing the development. Any tree or shrub which forms part of the approved landscaping scheme which within a period of 5 years from planting fails to become established, becomes seriously damaged or diseased, dies or for any reason is removed shall be replaced in the next planting season by a tree or shrub of a similar species, size and maturity.

- 12) Prior to the first use of the development hereby approved, full details of the height restriction barrier shown on the submitted SANG Landscape Strategy Plan shall be submitted to and approved in writing by the local planning authority.

The development shall be carried out in accordance with the approved details prior to the first use of the development and thereafter retained for the lifetime of the development.

- 13) The car park hereby approved shall be surfaced in hoggins.

- 14) The SANG shall be permanently open to members of the public 7 days per week, 365 days a year for no charge.

****End of Conditions****