

Agenda Item 10 Report PC44/17

Report to Planning Committee

Date 13 July 2017

By **Director of Planning**

Local Authority Winchester City Council

Application Number SDNP/16/05360/FUL

Applicant Mr M Baring

Application Erection of an indoor riding arena, conversion of part of an

existing portal frame barn to provide 13 stables, change of use of land from agricultural to equestrian use. The provision of a new access road and 20 space car park, relocation and erection of a

horse walker.

Address Manor Farm, Alresford Road, Itchen Stoke, Hampshire, SO24

OQT.

Recommendation: That planning permission be granted subject to the conditions set out in paragraph 11.1 of the report.

Executive Summary

The planning committee considered the application at the previous meeting (15th June). The decision was to defer the application to consider 3 issues which require further clarification and information. These comprise of (1) whether the proposals are major development; (2) the impact of the development on the Watercress Line; and (3) the highway impact of the proposed development from increased vehicular traffic, specifically the Kings Worthy Junction (Basingstoke Road) and the Alresford Road Junction.

This report addresses these concerns. It is an addendum to the report previously considered by the Planning Committee on the 15th June 2017 (Appendix 2) and both reports should be read together in terms of a comprehensive assessment of the proposals.

The conclusions reached in the report in response to the reasons for deferring a decision on the application are:

- (I) The proposals do not have the potential to have a serious adverse impact on the natural beauty and recreational opportunities of the National Park by reason of their scale, character or nature and are, therefore, not considered to be major development.
- (2) The route of the Watercress Line could be safeguarded in line with the aspirations of the draft Local Plan.
- (3) The development would not have a significant impact upon the highway network.

The application is recommended for approval subject to the conditions listed in paragraph 11 of this report.

I. Introduction

- 1.1. This report follows the planning committee's decision to defer the determination of the application at the meeting on 15 June 2017. The previous report and update sheet are included at Appendix 2.
- 1.2. The decision to defer the application was for the following issues to be clarified:

- 1. To consider whether the proposals are major development and therefore paragraph 116 of the NPPF applies.
- 2. To consider the impact of the development on the Watercress Line and any safeguarding that can be provided.
- 3. To further consider the highway impact of the proposed development, particularly in relation to the Kings Worthy Junction (Basingstoke Road) and the Alresford Road Junction.
- 1.3. This report provides further information on the proposals for each of these 3 issues. Clarifying these matters has involved discussions with the applicant's agent and seeking further advice from Highways.

2. Site Description

2.1. This is detailed in Appendix 2 (page 131)

3. Relevant Planning History

3.1. This is detailed in Appendix 2 (page 132)

4. Proposal

4.1. The previous description of the development (Appendix 2 pages 132-133) is still relevant.

5. Consultations

- 5.1. Consultee responses on the application are summarised in Appendix 2 (pages 133-135 and the Update Sheet). Further advice from Highways has been received in response to member's concerns, which is summarised below.
- 5.2. Highways: Comments.
 - Site is located 1km from the junction with the A31 and some 6.5km from the junction with the A33. Between these two junctions are rural roads which run north to south which connect with these roads.
 - Have established that traffic generation is low from this development; with allowing for an increase over the suggested levels it is only likely to generate an additional 2 vehicle movements per hour in each direction on average.
 - Assuming some traffic may be local or travelling to the site on the secondary roads to the north and south the likely impact on the two junctions would be *de minimus*.

6. Representations

6.1. The responses received to the application prior to the meeting are in Appendix 2 (pages 136-140).

7. Planning Policy Context

7.1. All as stated in Appendix 2 (pages 140-142).

8. Planning Policy

8.1. All as stated in Appendix 2 (pages 142).

9. Planning Assessment

- 9.1. The breadth of considerations concerning the proposals which do not relate to the reasons for deferral are outlined in Appendix 2 (pages 142-146). The focus of this report are the matters of concern raised by the Planning Committee at the 15th June 2017 meeting. These are addressed below, as numbered in the introduction.
 - I) To consider whether the proposals are major development and paragraph 116 of the NPPF applies.
- 9.2. Further detail is provided below which expands upon paragraph 64 (Appendix 2, page 141) in the previous report, which concludes that the development does not constitute major

development. Consequently, the assessment of the application did not apply paragraph 116 of the NPPF, which outlines:

Planning permission should be refused for major developments in these designated areas except in exceptional circumstances and where is can be demonstrated they are in the public interest. Consideration of such applications should include an assessment of:

- The need for the development, including in terms of any national considerations and the impact of permitting or refusing it, upon the local economy;
- The cost of, and scope for, development outside the designated area, or meeting the need for it in some other way; and
- Any detrimental effect on the environment, the landscape and recreational opportunities and the extent to which that could be moderated.
- 9.3. Determining whether proposals are major development is a matter of planning judgement to be decided by the decision maker, based on all the circumstances relevant to the proposals and the context of the application site.
- 9.4. The consideration by the officer that the development was not major development was a balanced judgement which took into account the advice the Authority received from James Maurici QC in 2014. Counsel recommended a framework of principles and criteria for officers to use in their assessment of whether a proposal is major development these were derived from case law, guidance and appeal decisions. These are outlined below and then considered in more detail:
 - Any development which has the potential to have a serious adverse impact on the
 natural beauty, recreational opportunities, wildlife and cultural heritage of the National
 Park by reason of its scale, character or nature.
 - Consider the application in its local context.
 - Whether the development falls within Schedule 2 of the EIA Assessment regulations and whether it would be EIA development.
 - The definition in the Town and Country Planning (Development Management Procedure) Order (DMPO) 2015.
 - Whether the application requires the submission of an assessment of the likely traffic, health, retail implications of the proposals.
 - Whether the development can be described as 'major' taking into consideration the ordinary meaning of the word.

Any development which has the potential to have a serious adverse impact on the natural beauty, recreational opportunities, wildlife and cultural heritage of the National Park by reason of its scale, character or nature & considering the local context

- 9.5. The proposals are made up of various constituent parts utilising the existing shared access on the western side of the farmstead; the no. I3 stables in the existing barn; the indoor arena, the new access and car park; the open yard area and path to the lane to the east; and horse walker within the yard. In assessing the scale, character and nature, the proposals utilise existing development on the site namely the existing barn and the yard area whilst all other aspects would be new development.
- 9.6. The proposed indoor arena is clearly the most significant element of the scheme, being a large building with a footprint of approximately 2,000sqm. It would measure 35m wide at its western end, due to a lean-to style part on its southern side, and 27m wide at its eastern end. It would be 62m long and 10m high. The land would also be levelled whereby it would be on a lower ground level to the existing barn, but be 1m higher. It is a large building and particularly for accommodating an indoor arena with other facilities like a waiting area and mezzanine floor for viewing and events (eg. internal competitions, pony club events). Typically, a manege can measure 20m x 40m and the proposed arena would measure 60m x 25m. This has been proposed so that multiple lessons could be run at the same time. In

- terms of the building's appearance, it would have the appearance of a large functional agricultural building, with dark green cladding.
- 9.7. The arena is of a large scale and would have a simple functional design, but the test as to whether it is major development focusses on the impact on natural beauty of the National Park. In this instance, it is acknowledged that Itchen Stoke is a small village but this development is somewhat detached from the village in the NE corner; set behind a farmstead; the building would be located in a small field with limited views of it from the south through the farmstead. In addition, the building would be somewhat screened by the row of trees on the north boundary and whilst within the site there are some open views to the east, conversely, views of the site from the east are extremely limited. There could be some views of the roof in views from the west but it would be seen behind and in the context of the farmstead and adjacent to mature trees along the northern boundary.
- 9.8. A building of this size whilst admittedly large, would not appear out of context in a working farmstead and it is arguable that an agricultural use of such a building would have more activity and heavy vehicles which would peak at certain times of the year. In addition it is considered that visitors travelling to the site from the east on the B3047 would not pass through the village. The traffic volume in any event is not considered to be significant and there would be limited impact on rural roads in the vicinity.
- 9.9. In regard to the impact upon dark night skies, the arena contains minimal windows including one roof light. The yard and car park area would need some form of lighting, however, this would not necessarily be in operation outside of business hours and low level lighting has been proposed.
- 9.10. It is also important to consider the nature of the business. Whilst there would be some activity on the site this would predominantly be confined to the arena building, thus noise and disturbance would be relatively limited. It is also relevant that the use is one which would be generally expected to be carried out in a countryside location. Even with the approved change of use of the land to the north (approved by Winchester City Council) and the pending application for a manege, it is not considered that the activity would be so significant as to define the application as major.

EIA development

9.11. A Screening Opinion was issued by WCC prior to the application being submitted. This assessment considered the same indoor arena and use of the existing barn plus an outdoor manege in an adjacent field to the north (outside of the national park), which is not being considered in the current proposals. Therefore the Screening Opinion considered a larger form of development. Officers, including the landscape officer and ecologist, determined that the proposals would not have the potential for significant effects on the environment and a formal screening opinion confirmed that an EIA was not required.

The DMPO 2015

- 9.12. The legislation describes major development as the winning and working of materials; 10 or more dwelling houses; development carried out on a site area of 0.5 hectares or more and it is not known whether the number of dwellings exceeds 10; provision of a building or buildings where the floor space to be created by the development is 1,000 sqm or more.
- 9.13. The application would constitute major development as in particular the proposed indoor arena exceeds the floor area threshold of 1,000sqm. However, it should be noted that the fact that the development would be considered major for the purposes of the DMPO does not necessarily mean that the scheme is then considered to be 'major' for the purposes of Paragraph 116.
 - Whether the application requires the submission of an assessment of the likely traffic, health, retail implications of the proposals.
- 9.14. The application was required to submit a range of supporting information, including a Landscape and Visual Impact Appraisal and a Transport Assessment in particular. The submission was based on the SDNPA's Local Validation List.

Whether the development can be described as 'major' taking into consideration the ordinary meaning of the word.

9.15. Consideration has been given as to whether the development can be described in a common sense view in as major development. 'Major' in the English Dictionary is described as "more important, bigger, or more serious than others of the same type." Having considered the above, it is clear that the indoor arena is large for this type of use and is of a commensurate scale with some larger barns seen elsewhere within the national park. That said, this is not the only determining factor and when considering the limited impact upon natural beauty, as above, a balanced view has been reached.

Conclusion on whether the proposals are major development

9.16. Taking all the above into consideration, it is concluded that the scheme is not considered to be major for the purposes of Paragraph 116. The indoor arena is a large building however, in assessing the development as a whole, it is considered that the proposals do not have the potential to have a serious adverse impact on the natural beauty and recreational opportunities of the National Park by reason of their scale, character or nature, in the context of an agricultural landscape, farmstead setting and the activity associated with the proposed use.

Major development tests in paragraph 116 of the NPPF

- 9.17. If members are minded to reach the conclusion that the proposals are considered major for the purposes of Paragraph 116, regard must be had to the tests set out and whether there are exceptional circumstances which mean that approval could be granted.
- 9.18. Paragraph 116 confirms that planning permission should be refused for major developments in these designated areas except in exceptional circumstances and where it can be demonstrated they are in the public interest. Consideration of such applications should include an assessment of:
 - The need for the development, including in terms of any national considerations and the impact of permitting or refusing it, upon the local economy;
 - The cost of, and scope for, development outside the designated area, or meeting the need for it in some other way; and
 - Any detrimental effect on the environment, the landscape and recreational opportunities and the extent to which that could be moderated.

Need for the development, including in terms of any national considerations and the impact of permitting or refusing it upon the local economy.

9.19. This is currently a commercial enterprise which is provided outside the National Park to the north of Itchen Stoke in Northington. It is acknowledged that there is a need for the ongoing development of the business, given the recent decision to look to new premises away from Northington. Also, there is a demand for recreational equestrian activities in countryside locations, as evidenced by this commercial enterprise and indeed the level of support in the representations. Inevitably, there may be some impact on the local economy were the application to be refused. This facility would likely create 2 additional part time positions and could be a positive benefit to the local economy in terms of other businesses serving the new development and visitors to the area.

The cost of, and scope for development outside the designated area, or meeting the need for it in some other way.

9.20. Whilst the applicant has explained the reasoning for relocating to this particular site, it is not clear as to whether there is scope for the development to be located outside the National Park. It is noted that the applicant has land outside of the National Park in Northington and the full extent of land owned by the applicant is unclear. In the absence of a full commentary with supporting evidence, it cannot be confirmed that there is not scope outside of the Park for the development to be accommodated or for the need to be met in some other way.

- Any detrimental effect on the environment, the landscape and recreational opportunities and the extent to which that could be moderated.
- 9.21. In this respect it is considered, as outlined in this report and the earlier report to Committee (Appendix 2), that the proposal would not have a detrimental effect on the environment, the landscape and recreational opportunities.
 - Conclusion on tests for exceptional circumstances
- 9.22. If members consider that the proposals are major development for the purposes of Paragraph 116, it has not been demonstrated that there is not scope for this development outside of the National Park or meeting the need for it in some other way.
 - 2) To consider the impact of the development on the Watercress Line and any safeguarding that can be provided.
- 9.23. The approximate route of the Watercress Line is shown in Appendix 3. There is no extant policy specifically safeguarding the route of the railway line as a future public right of way. However, policy SD19 of the Preferred Options draft Local Plan seeks to safeguard it. Policy SD19 is afforded limited weight but, along with other dis-used railway lines, it is a clear aspiration for the Authority to safeguard their future re-use. The policy outlines that proposals that will not be permitted where they would adversely affect their future potential as new routes for non-motorised travel. This draft policy is also included in the draft Pre-Submission version of the Local Plan which members also considered at the last planning committee meeting and includes policy SD19 (now named as SD20 in this draft).
- 9.24. Wherever possible the route should be safeguarded and particularly wherever it is not obstructed it should follow the historic route. The railway line was filled in but there is evidence of its existence such as a regimented line of trees adjacent to the northern site boundary which may once have lined the northern railway embankment and in the north west corner of the site there is a railway bridge which the line once ran under which has been filled in. The route passes through the yard used by the mobile toilet company (within the application site) and continues westwards through another open yard area used for open storage for mobile toilets. There is therefore potential for the exact route to be safeguarded.
- 9.25. Paragraph 8.27 of the previous report (Appendix 2, page 146) outlines considerations in regard to an equestrian use in this location and any potential for future conflict in the event a new public right of way is achieved. For further detail on the physical development, the northern wall of the indoor arena would approximately be 15m from the railway line. The yard area would be retained but the horse walker and proposed path leading between the yard and the lane to the east would impinge upon the route. The horse walker is not however an immoveable permanent feature and the path would comprise of new surfacing, and therefore the opportunity to secure the route in the future could not be discounted.
- 9.26. Although afforded limited weight, policy SD19 also requires that development proposals will be permitted provided it incorporates a suitable, attractive and accessible public link through the site. There is scope within the site to allow for new landscaping along the route, the indoor arena would impinge upon some limited views of the wider landscape when travelling eastwards through the site and would block views southwards towards the historic farmstead, albeit there is arguably not much visual interest in these views. Overall, the development would have some impact upon the amenity value of this part of the route but this would not be so significant to warrant a refusal, even if the policy were to have more weight at this stage.
 - 3) To further consider the highway impact of the proposed development, particularly in relation to the Kings Worthy Junction (Basingstoke Road) and the Alresford Road Junction.
- 9.27. Further comments have been received following a discussion with the Highways Authority and no objection has been raised. Their advice is that the volume of traffic generated from the new use and allowing for a further increase in the future is unlikely to have a significant impact and considered the additional traffic would be de minimus on the highway network. This view also factored in that some of the traffic could be more local or involve vehicles

travelling to the site from the north and south on secondary roads. For example, Northington Road north of the site was cited as one of these roads by the highways officer, which would avoid these two junctions and links the site with the existing equestrian enterprise on the Grange Estate.

10. Conclusion

- 10.1. This report has sought to address Member's concerns about the proposed development and further clarification on the remaining concerns has been provided.
- 10.2. This report is considered as an addendum to the report in Appendix 2 and they should be read together in terms of a comprehensive assessment of the proposals.
- 10.3. Officers remain of the view that the application is not major for the purposes of Paragraph II6 and that the exceptional circumstances do not therefore need to be considered. Officers consider, on the basis of further clarification from the Highways Officer, that the proposal would not have an unacceptable impact on the highway network. Likewise, it is considered that the route of the Watercress Line could be safeguarded in line with the aspirations of the draft Local Plan. Notwithstanding this, even if the route could not be safeguarded it is considered that a refusal could not be sustained given the limited weight that can be attached to the policies in the Local Plan at this point in time. Approval is therefore recommended.

11. Reason for Recommendation and Conditions

- 11.1. The application is recommended for approval subject to the following conditions:
 - I. 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)./ To comply with Section 51 of the Planning and Compulsory Purchase Act 2004.
 - 2. The development hereby permitted shall be carried out strictly in accordance with the approved plans unless otherwise agreed in writing by the Local Planning Authority.
 - Reason: For the avoidance of doubt and in the interests of proper planning.
 - 3. The development hereby approved shall not be used at any time for any purpose other than as an equestrian centre for equestrian education, training and leisure including activities. It shall not be used for hosting competition events which involve competitors transporting horses to and from the site which are not kept on site. It shall not be used for any other purpose in Class DI (Non-residential institutions) and D2 (Assembly and leisure) of the Schedule to the Town and Country Planning (Use Classes) Order (As Amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification.
 - Reason: To ensure a form of use which is directly related to the countryside and which is in accordance with saved policy RT.11 of the Winchester District Local Plan Review 2006, policy MTRA 4 of the Winchester District Local Plan Part 1 Joint Core Strategy 2013, the NPPF and the purposes of the National Park.
 - 4. The site shall be used in conjunction with the land to be used for the keeping of horses as approved by Winchester City Council in planning permission 17/00427/FUL, unless otherwise agreed in writing by the Local Planning Authority.
 - Reason: To ensure the approved facilities can satisfactorily accommodate the equestrian enterprise with suitable land for the keeping of horses, in accordance with saved policies RT.II, DP.3, DP.4 of the Winchester District Local Plan Review 2006, the NPPF and the purposes of the National Park.
 - 5. No development above slab level shall be commenced unless and until a schedule of materials and samples of such materials and finishes and colours to be used for external walls, windows, and roofs of the proposed building(s) and surfacing have been submitted

to and approved in writing by the Local Planning Authority. All materials used shall conform to those approved.

Reason: To enable the Local Planning Authority to control the development in detail in the interests of the character and appearance of the area and the quality of the development, in accordance with saved policies RT.11, DP.3, DP.4, HE.4, HE.5of the Winchester District Local Plan Review 2006, CP13, CP19 and CP20 of the Winchester District Local Plan Part 1 Joint Core Strategy 2013, the NPPF and the purposes of the National Park.

- 6. No development above slab level shall take place until a further detailed Scheme of Soft and Hard Landscape Works has been submitted to and approved in writing by the Local Planning Authority. These details shall include:
 - a. Written specifications (including cultivation and other operations associated with plant and grass establishment,
 - b. Planting methods, tree pits & guying methods,
 - c. schedules of plants, noting species, planting sizes and proposed numbers/densities where appropriate,
 - d. Retained areas of grassland cover, scrub, hedgerow, trees and woodland,
 - e. A schedule of landscape maintenance for a minimum period of 5 years include details of the arrangements for its implementation,
 - f. Details of all hard-surfaces, such as paths, access ways, (including the access to Grenville Lane), seating areas and parking spaces, including their appearance, depth and permeability,
 - g. Means of enclosure,
 - h. A timetable for implementation of the soft and hard landscaping works.
 - i. Details of fencing.

The scheme of Soft and Hard Landscaping Works shall be implemented in accordance with the approved timetable. Any plant which dies, becomes diseased or is removed within the first five years of planting, shall be replaced with another of similar type and size, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To achieve an appropriate landscaping scheme to integrate the development into the landscape and mitigate any impact upon the amenities of neighbouring properties, in accordance with saved policies DP.3, DP.4, HE.4, HE.5 of the Winchester District Local Plan Review 2006, CP13, CP19 and CP20 of the Winchester District Local Plan Part I Joint Core Strategy 2013, the NPPF and the purposes of the National Park.

7. The use hereby permitted shall only be open to the public between the times of 08:00 to 22:00 on any given day.

Reason: To protect the amenities of the occupiers of nearby properties, in accordance with saved policies DP.3 and RT.11 of the Winchester District Local Plan Review 2006, CP13 of the Winchester District Local Plan Part 1 Joint Core Strategy 2013 and NPPF.

8. No deliveries to or from the site shall take place between 21:00 and 08:00.

Reason: To protect the amenities of the occupiers of nearby properties, in accordance with saved policies DP.3 and RT.11 of the Winchester District Local Plan Review 2006, CP13 of the Winchester District Local Plan Part 1 Joint Core Strategy 2013 and NPPF.

 No external loudspeakers, public address/tannoy systems shall be used on the site at any time unless otherwise agreed in writing with the appointed Local Planning Authority, in accordance with saved policies DP.3 and RT.11 of the Winchester District Local Plan Review 2006, CP13 of the Winchester District Local Plan Part 1 Joint Core Strategy 2013 and NPPF.

Reason: To protect the amenities of the occupiers of nearby properties.

- 10. Prior to commencement, a detailed scheme of biodiversity enhancements to be incorporated into the development shall be submitted for written approval to the Local Planning Authority. This shall include measures to address Japanese Knotweed. Development shall subsequently proceed in accordance with any such approved details.
 - Reason: To enhance biodiversity in accordance policy CP16 of the Winchester District Local Plan Part I Joint Core Strategy 2013, NPPF, National Park Purposes and the Natural Environment and Rural Communities Act 2006.
- II. Details of the facilities for the storage of horse manure and its means of disposal from the site shall be submitted to and approved in writing by the appointed Planning Authority before the use of the stables is commenced. The facilities shall be provided and thereafter maintained in accordance with the approved details.
 - Reason: To safeguard the amenities of the area and minimise the risk of pollution and impact on biodiversity, in accordance with, saved policies DP.3 of the Winchester District Local Plan Review 2006, CP13, CP16 and Cp17 of the Winchester District Local Plan Part I Joint Core Strategy 2013 and the NPPF.
- 12. Protective measures, including fencing and ground protection, in accordance with the Arboricultural Impact Appraisal and Method Statement prepared by Eco Urban Ltd dated 20 October 2016 and submitted to the Local Planning Authority shall be installed prior to any demolition, construction or groundwork commencing on the site.
 - Reason: To preserve trees and hedges on the site in the interests of visual amenity and the character of the area, in accordance with policies DP.3, DP.4 and RT.11 of the Winchester District Local Plan Review 2006 and CP19 of the Winchester District Local Plan Part 1 Joint Core Strategy 2013 and NPPF.
- 13. No development shall take place, including any 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 throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters:
 - a. The anticipated number, frequency and types of vehicles used during construction,
 - b. The method of access and routing of vehicles during construction,
 - c. The parking of vehicles by site operatives and visitors,
 - d. The loading and unloading of plant, materials and waste,
 - e. The storage of plant and materials used in construction of the development,
 - f. The erection and maintenance of security hoarding,
 - g. The provision 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), details of public engagement both prior to and during construction works.
 - h. A method to record the quantity of recovered material (re-used on site or off site). Reason: In the interests of highway safety and the amenities of the area, in accordance with the NPPF.
- 14. The parking arrangements on site shall be completed in accordance with the approved plans and thereafter be used for such purposes at all times.
 - Reason: In the interests of highway safety and amenities of the area, in accordance with saved policy T.4 of the Winchester District Local Plan Review 2006.
- 15. Details of external lighting to be installed at the site shall be submitted to, and approved in writing by the Local Planning Authority prior to the commencement of the development. The lighting shall be installed, maintained and operated in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority.

Reason: To protect the amenity of future residents, create an appropriate public realm, and conserve dark night skies of the South Downs National Park, in accordance with policies DP.3 and DP.4 of the Winchester District Local Plan Review 2006, policies CP19 and CP20 of the Winchester District Local Plan Part I Joint Core Strategy 2013, NPPF and National Park Purposes.

16. Detailed proposals for the disposal of foul and surface water shall be submitted to and approved in writing by the Local Planning Authority, notably a foul system and details to HCC for the surface water strategy, before the commencement of the development hereby permitted. The approved details shall be fully implemented before use of the development can begin.

Reason: To ensure satisfactory provision of foul and surface water drainage, in accordance with policy DP.10 of the Winchester District Local Plan Review 2006, policies CPI3 and CPI7 of the Winchester District Local Plan Part I Joint Core Strategy 2013 and NPPF.

17. No development above slab level shall be commenced until details of all blinds, their material (which shall be fully opaque) and their operating system(s), for the windows in the stable block and indoor arena building have be submitted to and approved in writing by the Local Planning Authority. Blinds shall be maintained and operated in accordance with the approved details at all times.

Reason: To protect the character of the countryside, and the designated International Dark Night Reserve, which is part of the special quality of the South Downs National Park, in accordance with National Park Purposes and the National Planning Policy Framework 2012.

12. Crime and Disorder Implication

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

13. Human Rights Implications

13.1. 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.

14. Equality Act 2010

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

15. Proactive Working

15.1. 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 preapplication advice from a SDNPA Development Management Officer and meetings to discuss the proposals.

TIM SLANEY Director of Planning South Downs National Park Authority

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Appendices I. Site Location Map

2. Committee Report PC38/17, associated Appendices and Update Sheet from

meeting on 15 June 2017.

SDNPA Legal Services, Development Manager.

Consultees

Background All planning application plans, supporting documents, consultation and third

Documents party responses

http://planningpublicaccess.southdowns.gov.uk/online-applications/simpleSearchResults.do?action=firstPage

National Planning Policy Framework (2012)

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6

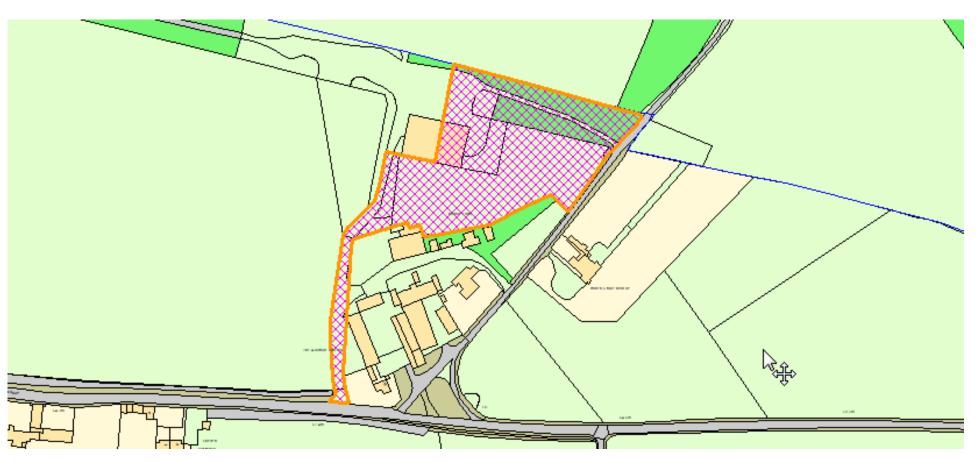
077/2116950.pdf

South Downs National Park Partnership Management Plan 2013

https://www.southdowns.gov.uk/national-park-authority/our-work/key-

documents/partnership-management-plan/

Agenda Item 10 Report PC44/17 Appendix 1 Site Location Map



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