

APPLICATION NO	PA/2022/2021
APPLICANT	Mrs Sarah Cumberland, Avalon Mill Equestrian Centre
DEVELOPMENT	Planning permission to retain a manège and for use of site as an equestrian centre providing riding lessons
LOCATION	Avalon Mill Equestrian Centre, Green Lane, Belton, DONCASTER, DN9 1QD
PARISH	Belton
WARD	Axholme Central
CASE OFFICER	Daniel Puttick
SUMMARY RECOMMENDATION	Grant permission subject to conditions
REASONS FOR REFERENCE TO COMMITTEE	Objection by Belton Parish Council

POLICIES

National Planning Policy Framework:

Section 2 (Achieving sustainable development)

Section 6 (Building a strong competitive economy)

Section 9 (Promoting sustainable transport)

Section 12 (Achieving well-designed places)

North Lincolnshire Local Plan:

RD2 (Development in the Open Countryside)

T1 (Location of Development)

T2 (Access to Development)

T19 (Car Parking Provision & Standards)

R3 (Built Sports Facilities)

R8 (Commercial Horse Riding Establishments)

LC5 (Species Protection)

LC6 (Habitat Creation)

LC7 (Landscape Protection)

LC12 (Protection of Trees, Woodland and Hedgerows)

LC14 (Area of Special Historic Landscape Interest)

DS1 (General Requirements)

DS11 (Polluting Activities)

DS14 (Foul Sewage and Surface Water Drainage)

DS16 (Flood Risk)

North Lincolnshire Core Strategy:

CS1 (Spatial Strategy for North Lincolnshire)

CS2 (Delivering More Sustainable Development)

CS3 (Development Limits)

CS5 (Delivering Quality Design in North Lincolnshire)

CS6 (Historic Environment)

CS17 (Biodiversity)

CS19 (Flood Risk)

CS25 (Promoting Sustainable Transport)

New North Lincolnshire Local Plan Submission: The new North Lincolnshire Local Plan was submitted for public examination to the Planning Inspectorate on 11 November 2022. Examination of the Plan has therefore commenced, although public hearing sessions are not anticipated until later in 2023.

The Submitted North Lincolnshire Local Plan can be given some weight as a material planning consideration in the determination of planning applications. The relevant policies concerning this application are:

SS1 (Presumption in Favour of Sustainable Development)

SS2 (Spatial Strategy for North Lincolnshire)

SS3 (Development Principles)

SS11 (Development Limits)

EC6 (Supporting the Rural Economy)

DQE1 (Protection of Landscape, Townscape and Views)

DQE3 (Biodiversity and Geodiversity)

HE2 (Area of Special Historic Landscape Interest)

CSC1 (Health & Wellbeing)

CSC7 (Commercial Horse Riding Establishments)

T1 (Promoting Sustainable Transport)

T4 (Parking)

DM1 (General Requirements)

CONSULTATIONS

Highways: The highway authority are not aware of any issues being raised regarding the operation of the equestrian centre. From the information provided, the riding lessons will have a maximum of two pupils at a time, which will be a minimal increase in vehicle trips at any one time. Based on this, the highway authority have no further comments to make.

LLFA Drainage: No objection subject to the imposition of the following informative: Looking at the proposal the client/agent is wishing to replace approximately 1,800 square metres of soft ground to hardstanding. It may be prudent for the client/agent to verify the proposed manège construction details to safely convey and attenuate surface water during storms up to and including the 1 in 100 year critical storm event, with an allowance for climate change.

Ecology: No protected or priority species surveys are required as the development has already taken place. Conditions are recommended to minimise harm to protected and priority species and habitats and to seek a measurable net gain in biodiversity in accordance with policy CS17 of the Core Strategy, the National Planning Policy Framework and Biodiversity Metric 3.1.

Archaeology: The manège, in its current form, is low impact. The use of the land for a commercial horse-riding business is a non-traditional use unrelated to the historic landscape and its features. It is unclear how many horses are to be kept for rehabilitation purposes on this application site in connection with the equestrian centre (maximum undefined but presumed to be in excess of the four other specialist horses to be used for the Isle Ride to Recover Scheme). It is important to establish whether there is sufficient existing stabling for the planned number of horses and that the use of former agricultural land for this commercial purpose will not result in additional requirements for stable/shelter structures in the historic landscape; also, that the proposed commercial use will not require the erection of domestic buildings in connection with the business given that the farmhouse is not within the applicant's ownership and residential development in this part of the historic landscape would be contrary to local plan policy LC14. Should the planning authority ultimately consider granting consent for this application, any permission should be subject to standard conditions removing permitted development rights to avoid the unregulated enclosure, fencing and extension of the built environment into the protected historic landscape area.

Environmental Protection:

Noise:

The proposed development is in close proximity to existing residential dwellings. The applicant has supplied additional information regarding the use of the site and confirmed that the manège/riding school will be operational for three days per week for four hours per

day but has not identified which days or hours. The department therefore requests a suitably worded condition be attached to any permission granted limiting the hours of use. A further condition is requested that no more than four horses for use in the riding school shall be kept on site at any time.

Odour:

The proposed development is in close proximity to residential dwellings. The applicant has confirmed that there is an existing regime in place whereby foul bedding is removed from the site once a week. Therefore, should permission be granted, the department recommends a condition requiring manure and foul bedding produced on site to be removed from the site weekly and at all times stored at least 20 metres from the boundary of any residential property, unless otherwise agreed in writing by the local planning authority.

Light:

The applicant has confirmed there will be no external lighting on site, therefore the department has no comments to make in relation to lighting.

Environment Agency: No objection.

Isle of Axholme and North Nottinghamshire Water Level Management Board: The Board highlights the existence of the Board-maintained Folly Drain, an open watercourse, to the western boundary of the site to which byelaws and the Land Drainage Act 1991 apply. The Board's consent is required to erect any building or structure (including walls and fences), whether temporary or permanent, or plant any tree, shrub, willow or other similar growth within 9 metres of the top edge of any Board-maintained watercourse or the edge of any Board-maintained culvert. The Board's permission is also required for other development, and is required irrespective of any permission gained under the Town and Country Planning Act 1990.

Tree Officer: No comments.

PARISH COUNCIL

Objects to this application. Green Lane, being single track, is unsuitable for horse boxes and a large number have been witnessed using this road. Westgate Road already suffers from significant traffic issues and the parish council also has concerns with access and egress for Green Lane as it is near a blind bend.

PUBLICITY

Site and press notices have been displayed. Five written objections have been received from members of the public, alongside two in support (one from a member of staff from the riding school) and one neutral letter of representation. A summary of the material considerations raised by those objecting to the application is set out below:

- The lane is used daily by dog walkers, walkers and horse riders.
- The increase in traffic increases the risk of potential accidents. The lane is too narrow and there is a blind bend in the road, with few opportunities for vehicles to pass one another. Driveways are often used as a means for drivers to pass one another.

- The proposed development is a great idea but in the wrong location.
- There is no mention of toilet facilities, and no information regarding disabled requirements/provision on site.
- The breaking in of horses at the equestrian centre poses a safety risk for pedestrians, cyclists and vehicles, with horses being skittish around cars.
- The use generates horse mess which does not get cleaned up.
- One letter raises welfare concerns and a perceived lack of room/grazing land for horses at the site.

Two letters of support raise the following considerations:

- The service is fantastic for local children, especially those with additional needs.
- Disruption will be minimal and the benefits outweigh the minor additional traffic. Horse boxes are the same size as a supermarket delivery van and are used less than other delivery vans.
- The site provides local employment opportunities.
- The manège will be used to support autistic and disabled children to form a bond with horses, and build confidence and improve their mental well-being.

One letter of representation, neither objecting nor supporting the application, has also been received. This recognises the lane is narrow and that equestrian activities have increased in the area in recent years, with the author stating they have no problem with this. The letter notes that the aims of the centre are to be supported and applauded, but highlights traffic concerns associated with the use of Green Lane.

ASSESSMENT

Planning history

PA/2022/1479: Application for a Lawful Development Certificate for an existing use of land and buildings for the keeping and stabling of horses, including associated fencing – approved 11/10/2022

PA/2003/0930: Planning permission for the erection of domestic extensions – approved 13/10/2003

PA/1998/0882: Outline planning permission to erect two dwellings – refused 02/10/1998 and dismissed at appeal 19/05/1999.

Site and proposal

The application site comprises former agricultural buildings and associated land which have been used for the keeping of horses. A certificate of lawfulness has been granted, which confirms that the use associated with the site for the keeping and stabling of horses, including associated fencing, is lawful for the purposes of development control.

The proposed development subject to this application comprises the construction of a manège and use of the site as an equestrian centre, providing riding lessons to private individuals.

The supporting documents indicate that the applicant is in the process of applying for charitable incorporation organisation (CIO) status for Isle Ride to Recover. The charity aims to provide specific one-to-one lessons for children with autism and other neurodiverse conditions, using the two ponies owned by the charity. Tuition will be given to groups of two individuals as a maximum at any one time, with income used to pay veterinary bills and feed costs associated with the ponies owned by the charity. The supporting documents note that planning permission authorising this use is essential for CIO status to be confirmed.

In addition to the use of the site, the application proposes the construction of a manège within grazing land to the north of the stable buildings. The manège has been constructed and therefore this element is being considered retrospectively. The manège, approximately 27 metres by 60 metres in size, is roughly bounded by free-standing timber beams laid on the paddock surface to retain the existing surface material, which is sand-based with equestrian fibre mixed in. The manège is enclosed by post-and-wire fencing. This element does not require planning permission and as it has been considered as part of the assessment of application PA/2022/1479 it is not considered further as part of this application.

The application site has an existing access and there are no proposed changes to the existing arrangements at the site. The application form notes provision for the parking of one light goods vehicle and four car parking spaces, including one disabled space.

The application site is within open countryside beyond an identified settlement boundary. Access to the site is taken from Green Lane, a no-through road which is a single track roadway leading from Westgate Road.

The main issues in determining this application include:

- **principle of the development;**
- **highway safety;**
- **impact upon the character and appearance of the area, including impacts on the Isle of Axholme Area of Special Historic Landscape Interest;**
- **residential amenity;**
- **ecology;**
- **flood risk.**

Principle of the development

The NPPF maintains that applications for planning permission should be determined in accordance with the development plan, unless material considerations indicate otherwise. The policies within the North Lincolnshire Local Plan, Core Strategy and Housing and Employment Land Allocations DPD (HELA DPD) therefore provide the starting point against which to assess the application.

The site is within the open countryside, beyond any settlement boundary defined by the Core Strategy and HELA DPD. Core Strategy policy CS3 indicates that development outside of defined settlement boundaries will be restricted to that which is essential to the functioning of the countryside. This includes uses such as those related to agriculture, forestry or other uses which require a countryside location or that will contribute to the sustainable development of the tourist industry.

Policy RD2 of the local plan indicates that development in the open countryside will be strictly controlled, and outlines a number of types of development for which permission will be granted, subject to certain requirements being met. One of these includes development which is essential for the provision of outdoor sport, countryside recreation or local community facilities.

The application concerns the proposed use of existing stables as an equestrian centre to provide small-scale tuition to members of the public, as well as the construction of a manège within land associated with the buildings at the site. These forms of development are considered appropriate within this rural context, with the construction of the manège considered essential to the provision of outdoor sport associated with equestrian pursuits operating from the site.

Policy R8 of the local plan relates specifically to the development of commercial horse riding establishments, stating that such uses will be permitted provided they meet the following criteria:

- (i) a minimum of 0.6 hectares (1.5 acres) of grazing land per horse or pony is available; and
- (ii) the proposal is of a scale and nature appropriate to the character of the site and the ability of the local environment to absorb the development; and
- (iii) the proposal does not adversely affect sites of nature conservation value or archaeological or historic importance; and
- (iv) the proposal uses existing buildings or where new buildings are proposed they are of a high standard of design and are sited next to existing buildings or otherwise visually form an integral part of the overall development; and
- (v) the proposal is accompanied by an integrated landscaping scheme and a scheme of boundary treatment; and
- (vi) the site is accessible and adequate off-road trails and bridleways are available.

Taking each of those in turn, the application form indicates the total site area to be 1.62 hectares. The area of grazing land associated with the stables amounts to approximately 1.4 hectares in size, including the manège. The application form indicates that the applicant intends to provide one-to-one tuition for up to two individuals, using two ponies in the care of the charity they are in the process of establishing. It does not state the total number of animals kept at the site; however, it is understood that the applicant owns at least one other horse.

Based on the overall site area, the total amount of land associated with the proposed equestrian centre would fall slightly short of the total amount of land which policy R8 of the local plan expects to be provided. Supporting text indicates that the grazing land is required

to allow for good pasture management and rotational grazing, rather than for animal welfare.

Welfare guidelines prepared by the British Horse Council indicate that as a general rule, each horse requires approximately 0.5–1.0 hectares of grazing of a suitable quality if no supplementary feeding is being provided. Smaller areas may be adequate where a horse is principally housed, and grazing areas are used only for occasional turnout.

The site benefits from existing stables, and it is material to the assessment of this application that the stables and use of the land are lawful for development control purposes without any restriction on the number of horses and ponies which can be kept at the site. In light of this, notwithstanding that the area of grazing land associated with the site falls marginally below that required by part i) of policy R8, it is considered that sufficient land is available to meet the requirements of horses and ponies stabled at the site.

As the proposed development concerns the use of existing stables and construction of a manège within existing grazing land, it is considered appropriate in scale and nature to the site. The impact of the development on the landscape is considered in more detail within this report, but in summary the manège is low impact and more informal in its construction than typical commercial facilities in the area and is readily absorbed within the landscape as a result of this. The proposal is considered acceptable in accordance with part ii) of policy R8 of the local plan.

There are no sites of nature conservation importance in the area, and as detailed elsewhere in this report the Isle of Axholme Area of Historic Landscape would not be harmed as a result of the proposed development. The proposals would comply with part iii) of policy R8 of the local plan.

The proposals re-use existing buildings, and there is no proposal to construct further buildings as part of this application. Any additional buildings proposed in the future would require consent in their own right. The proposals are considered acceptable in accordance with part iv) of policy R8 of the local plan.

Whilst no landscaping proposals are submitted with the application, details are capable of being secured by an appropriately worded condition. Boundary treatments are already provided at the site and are not the subject of assessment as part of this application, given that they are associated with the existing lawful use of the land for the stabling and grazing of horses. The proposals are acceptable in this respect in accordance with part v) of policy R8 of the local plan.

The site is in an accessible location. Whilst concerns have been raised about shortcomings in the access road leading to the site, paragraph 10.41 of the local plan, which provides supporting text to policy R8, states that commercial horse riding facilities are a type of land use that will most often be sited in open countryside, and are one of a number of uses that will, in principle, be suitable in these areas. It is therefore not unusual for such facilities to be accessed via country roads and single tracks.

Although, for planning purposes, the site is within open countryside, it is located at the edge of an identifiable settlement in a well populated, albeit rural, area. It would be accessible to local residents and those in nearby settlements, and benefits from access to the extensive rights of way network and rural tracks in the local area. The effect of the development on the safety of the highway network is considered in more detail in this report; however, for

the purposes of establishing whether the principle of the development is acceptable, the proposals are considered acceptable and acceptable in accordance with part vi) of policy R8 the local plan.

In summary of the above, despite there being some limited conflict with part i) of policy R8 of the local plan, overall the development would be acceptable and is suitably located in an accessible area with access to rural roads and the network of public rights of way. As policy CSC7 of the emerging plan adopts a very similar approach to policy R8 of the local plan, there is not considered to be any conflict with the direction of travel the council is seeking to take in respect of commercial equestrian facilities in rural areas.

The principle of the development is considered acceptable in accordance with policies R2 and R8 of the local plan and policy CS3 of the Core Strategy. Although limited weight can be afforded to policy CSC7 of the emerging plan at this stage, there would be no conflict with its aims and the proposals would be acceptable in accordance with its requirements. The proposed development would provide facilities for outdoor sport and recreation and the application specifically seeks to provide tuition for disabled riders and those interested in participating in equestrian pursuits. Small-scale employment opportunities would be provided and there are public benefits associated with the charitable status the applicant is currently establishing for the site. These are matters which weigh in favour of the proposed development in the overall planning balance.

Highway safety

Policy T2 of the local plan states that all development must be provided with a satisfactory access, whilst policy T19 expects car parking provision to be made where it meets the operational needs of the business, be essential to the viability of a new development, improve the environment or safety of streets, meet the needs of people with disabilities or be needed by visitors to the countryside. It requires car parking to comply with guidelines contained within Appendix 2 of the local plan.

As a material consideration, paragraph 111 of the NPPF makes clear that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

The most common concern raised by local residents and the parish council centres on highway safety and the potential for accidents from conflicts between vehicles, animals, pedestrians and other road users. Given the rural nature of the site and the links which Green Lane provides to public rights of way, it is to be expected that a variety of road users will navigate along Green Lane, either to access the settlement or countryside beyond. Comments received in relation to this application confirm this to be the case, and it is apparent that the route along Green Lane is popular for dog walkers and other users.

The highway authority has been consulted on the application and highlights that they are not aware of any incidents relating to the use of the site. The application documents indicate that riding lessons will be limited to one-to-one lessons on the two ponies owned by the charity, with those lessons to be provided by the applicant. The number of visitors to the site will therefore be limited, and associated vehicular movements to and from the site will be very low.

On the basis of the comments from the highway authority, there is no reason to consider that the proposed use of the site as an equestrian centre as outlined in the supporting documents would lead to significant road safety issues which would justify withholding planning permission. The rural nature of the road network in this location is such that there are likely to be occasions when vehicles meet and are unable to pass with ease, or when vehicles encounter pedestrians using the road for recreational purposes. The number of potential conflicts is unlikely to be significantly greater than that which currently exists, and the types of vehicles entering the site are not uncommon in the area. Importantly, the lawful use of the site is for stabling of horses and therefore these movements and conflicts already exist. In this context, from a highway safety perspective the increase in vehicular movements associated with the low level of tuition to be provided from the site would be unlikely to result in significant road safety issues.

The intensification of the use over time may give rise to additional movements, which would have the potential to impact on road safety in the vicinity of the site. To ensure that the impacts arising from the development are limited, it is considered necessary to impose a number of planning conditions which in combination would serve to restrict the operations from the site to an acceptable level and secure management measures to ensure day-to-day use of the site is controlled. A management plan is proposed to be secured which would outline the number of horses to be kept at the site, the amount and frequency of tuition, and measures to be put in place to control vehicular movements to and from the site. This would ensure that potential road safety issues are minimised, and provide a means by which the local authority and applicant can ensure that operational requirements do not compromise the safety of the road network and amenity of local residents. A condition to prevent the use of the site for the purposes of commercial livery, which would be likely to attract a greater frequency of vehicular movements to and from the site in addition to the commercial tuition, would ensure that any such proposals can be assessed from a highway safety perspective in the future.

Subject to accordance with such conditions, the proposed development would not result in an unacceptable impact on road safety and would not result in severe cumulative impacts upon the road network. The concerns of local residents are noted, and the layout and condition of the surrounding network has been considered in reaching this conclusion. In absence of any objection from the highway authority the proposed development is considered to be acceptable in accordance with policies T2 and T19 of the local plan, and there are not considered to be sufficient grounds to refuse the application for this reason.

Impact upon the character and appearance of the area, including impacts on the Isle of Axholme Area of Special Historic Landscape Interest

Policy LC14 of the local plan acknowledges that the Isle of Axholme is designated as an area of special historic landscape interest, and makes clear that development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape, or any of its features. The policy indicates that development required to meet the social and economic needs of rural communities and small-scale tourist and outdoor sport and recreational development will be permitted provided such development is related to the historic landscape and its features. It requires a high standard of design, and offers support for schemes which improve or restore the historic landscape.

The HER have been consulted on the application and whilst they indicate that the commercial use of the land for commercial purposes is a non-traditional use unrelated to

the historic landscape and its features, they consider the manège to be low impact in its current form.

The manège is relatively modest in its scale, and rather informal in its construction. It is set close to the hedgerow, which offers screening from views from the west, and owing to the nature of the surrounding landscape any views of its surface are limited. The visual impacts of the proposal are expected to be at their greatest when the facility is in use, when riders and fences are present on the land. Given the small scale of the operation the visual impacts are low, and would be considered no greater than the impacts arising from the lawful use of the land for the stabling and grazing of horses.

In the absence of any further boundary treatments, external lighting or other equestrian paraphernalia such as arena mirrors or enclosures, the proposed development would not result in significant landscape impacts and would not adversely affect the special historic landscape character of the Isle of Axholme. The proposed development is compatible with its surroundings and is acceptable in its rural context in accordance with the aims of policies RD2, R8 and LC14 of the local plan.

Residential amenity

Policy DS1 of the local plan seeks to ensure that no unacceptable loss of amenity arises as a result of new development in terms of noise, smell, fumes, dust or other nuisance. Commercial equestrian facilities often result in greater impacts on living conditions for sensitive receptors than private equestrian facilities do, and often this is associated with an increase in disturbance from commercial activities and the vehicular movements associated with it.

In this instance, the level of tuition proposed to operate from the site is low and can be controlled by an appropriately worded condition. Vehicular movements would therefore be limited and as a result it is unlikely that the additional movements to and from the site would result in unacceptable levels of harm to the amenity of local residents from noise and disturbance.

The council's Environmental Protection team have been consulted on the application and raise no objections to the proposed development subject to a number of conditions being imposed. These include measures to ensure that the storage of waste bedding is sufficiently distanced from nearby residential properties and is collected on a weekly basis, as well as restrictions on hours of operation. Subject to conditions which seek to secure these measures, and which seek further clarity in respect of the day-to-day management of the site, the proposed development would not result in unacceptable harm to the occupants of residential properties near to the application site. The application is therefore considered to be acceptable in accordance with policies DS1 and DS11 of the local plan.

Ecology

Policy LC5 of the local plan seeks to ensure that development does not have an adverse impact on protected species of wildlife, whilst policy LC6 seeks to ensure provision is made for the creation of nature reserves and new wildlife habitats.

Policy CS17 of the Core Strategy seeks to ensure, amongst other things, that development retains, protects and enhances features of biological and geological interest and provides for the appropriate management of these features. It seeks to ensure that development

produces a net gain in biodiversity by designing in wildlife and ensuring any unavoidable impacts are appropriately mitigated for.

The council's ecologists have been consulted on the application and have no objections to the proposed development subject to conditions, one of which seeks to secure measurable biodiversity net gain. Subject to accordance with such a condition, the proposed development would comply with policy LC5 of the local plan and would deliver net gains for biodiversity in accordance with policy CS17 of the Core Strategy and the aims of the NPPF.

Flood risk

Policy CS19 of the Core Strategy states that the council will support development proposals that avoid areas of current or future flood risk, and which do not increase the risk of flooding elsewhere. This will involve a risk-based sequential approach to determine the suitability of land for development that uses the principle of locating development, where possible, on land that has a lower flood risk, and relates land use to its vulnerability to flood.

Development in areas of high flood risk will only be permitted where it meets the following prerequisites:

1. It can be demonstrated that the development provides wider sustainability benefits to the community and the area that outweigh flood risk.
2. The development should be on previously used land. If not, there must be no reasonable alternative developable sites on previously developed land.
3. A flood risk assessment has demonstrated that the development will be safe, without increasing flood risk elsewhere by integrating water management methods into development.

The proposed development concerns the intensification of the lawful use of land for the keeping of horses, with the proposed use as an equestrian centre intrinsically linked with the existing use of the site. The site falls wholly within flood zone 3, however the use of the site is classed as less vulnerable and is therefore appropriate in this location.

The manège is modest in scale and constructed of porous materials. The site is considered compatible in flood risk terms and would not result in an increase in the risk of flooding at the site or elsewhere. There are no objections from the Environment Agency, Drainage Board or LLFA. The application is considered to be in accordance with policies DS14 and DS16 of the local plan, policy CS19 of the Core Strategy and the aims of the NPPF in this respect.

Conclusion

The principle of the development is acceptable in accordance with policies RD2 and R8 of the North Lincolnshire Local Plan, which supports certain forms of development including commercial horse-riding facilities within the open countryside. The development would provide additional recreational facilities, contributing towards improving the health and wellbeing of the local community and would provide facilities to allow for disabled people to access equestrian pursuits and tuition. Small-scale employment opportunities would be generated by the proposed development, contributing towards the vitality of the rural economy. These are tangible benefits which weigh in favour of the proposed development.

A number of concerns are raised in relation to highway safety, however the highway authority has raised no objections to the proposed development. The lawful use of the site is for the stabling and grazing of horses, which is a material consideration when considering potential highway safety issues. The number of vehicular movements generated by the proposed development would be small owing to the modest scale of the development, and these movements can be controlled by way of suitably worded conditions. In the absence of any objection from the highway authority it is not considered that the development would result in unacceptable impacts upon highway safety, and is acceptable in accordance with policies T2 and T19 of the local plan, and paragraph 111 of the NPPF.

The development would not result in unacceptable impacts on the amenity of local residents, and would not increase the risk of flooding at the site or elsewhere. Conditions can be imposed to secure biodiversity net gain, accordance with which would ensure compliance with policies which seek to protect the natural environment. The proposed development would also safeguard the special historic landscape interest of the Isle of Axholme, in accordance with policy LC14 of the local plan.

For the above reasons it is recommended that planning permission is granted subject to conditions.

RECOMMENDATION Grant permission subject to the following conditions:

1.

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

Reason

To comply with Section 91 of the Town and Country Planning Act 1990.

2.

The development hereby permitted shall be carried out in accordance with the details contained within the application form, and the following approved plans:

- Dwg. No. 1 of 1, Ref. No. 1165 – Location & Block Plans dated 8/11/22.

Reason

For the avoidance of doubt and in the interests of proper planning.

3.

Within six months of the grant of permission, the applicant or their successor in title shall submit a biodiversity management plan to the local planning authority for approval in writing. The plan shall include:

- (a) details of bat roosting features to be installed in retained trees;
- (b) details of nesting sites to be installed to support a variety of woodland and farmland bird species;
- (c) prescriptions for the creation and management of a habitat buffer alongside the Folly Drain;

- (d) details of habitat creation and enhancement measures to provide a measurable net gain in biodiversity value of least 1%, compared to the pre-development baseline, in accordance with the Defra biodiversity metric 3.1;
- (e) proposed timings for the above works.

Reason

To conserve and enhance biodiversity in accordance with policies CS5 and CS17 of the North Lincolnshire Core Strategy.

4.

The biodiversity management plan submitted pursuant to condition 3 of this permission shall be carried out in accordance with the approved details and timings, and the approved features shall be retained thereafter, unless otherwise approved in writing by the local planning authority. Within 12 months of the grant of permission, the applicant or their successor in title shall submit a report to the local planning authority, providing evidence of compliance with the biodiversity management plan.

Reason

To conserve and enhance biodiversity in accordance with policies CS5 and CS17 of the North Lincolnshire Core Strategy.

5.

Notwithstanding the detail contained within the application, a management plan shall be submitted to, and approved in writing by, the local planning authority prior to the equestrian centre being brought into use. The management plan shall provide measures for the day-to-day management of the site, including specific details of:

- the hours of operation of the equestrian centre;
- the frequency, scale and timing of tuition provided at the site;
- the means of controlling vehicular movements to and from the site to minimise potential for conflicting movements along Green Lane;
- staffing levels;
- management details.

Thereafter, the use of the site and operation of the equestrian centre shall be undertaken in complete accordance with the approved management plan.

Reason

In the interests of highway safety and residential amenity, in accordance with policies DS1, DS11, T2 and RD2 of the North Lincolnshire Local Plan.

6.

No more than four horses for use in the riding school shall be kept on site at any time.

Reason

To ensure no loss of amenity to neighbouring properties in accordance with policy DS1 of the North Lincolnshire Local Plan.

7.

Manure and foul bedding produced on site shall be removed from the site weekly and at all times stored at least 20 metres from the boundary of any residential property.

Reason

To ensure no loss of amenity to neighbouring properties in accordance with policy DS1 of the North Lincolnshire Local Plan.

8.

The development hereby permitted shall not be used for the purposes of commercial livery.

Reason

In the interests of highway safety and residential amenity, in accordance with policies DS1, DS11, T2 and RD2 of the North Lincolnshire Local Plan.

9.

No floodlighting shall be installed at the site unless precise details of its location, height and design have been submitted to and agreed in writing by the local planning authority. Thereafter, any floodlighting shall be installed in accordance with the agreed details.

Reason

To ensure no loss of amenity to neighbouring properties in accordance with policy DS1 of the North Lincolnshire Local Plan.

Informative 1

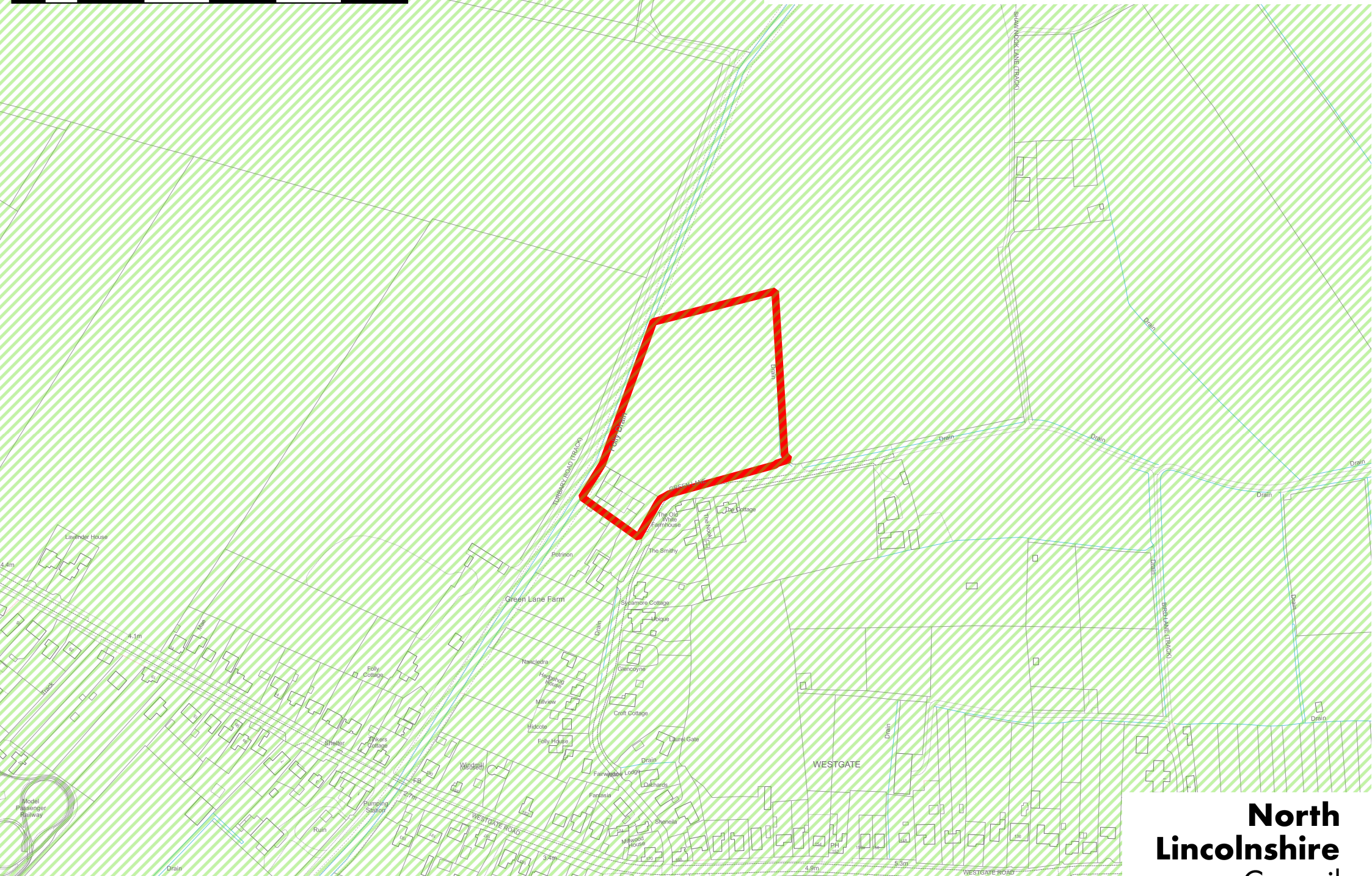
In determining this application, the council, as local planning authority, has taken account of the guidance in paragraph 38 of the National Planning Policy Framework in order to seek to secure sustainable development that improves the economic, social and environmental conditions of the area.

Informative 2

As the proposal includes replacing approximately 1,800 square metres of soft ground with hardstanding, it may be prudent for the applicant to verify the proposed manège construction details can safely convey and attenuate surface water during storms up to and including the 1 in 100 year critical storm event, with an allowance for climate change.



LC14 Isle of Axholme Area of Special Historic Landscape

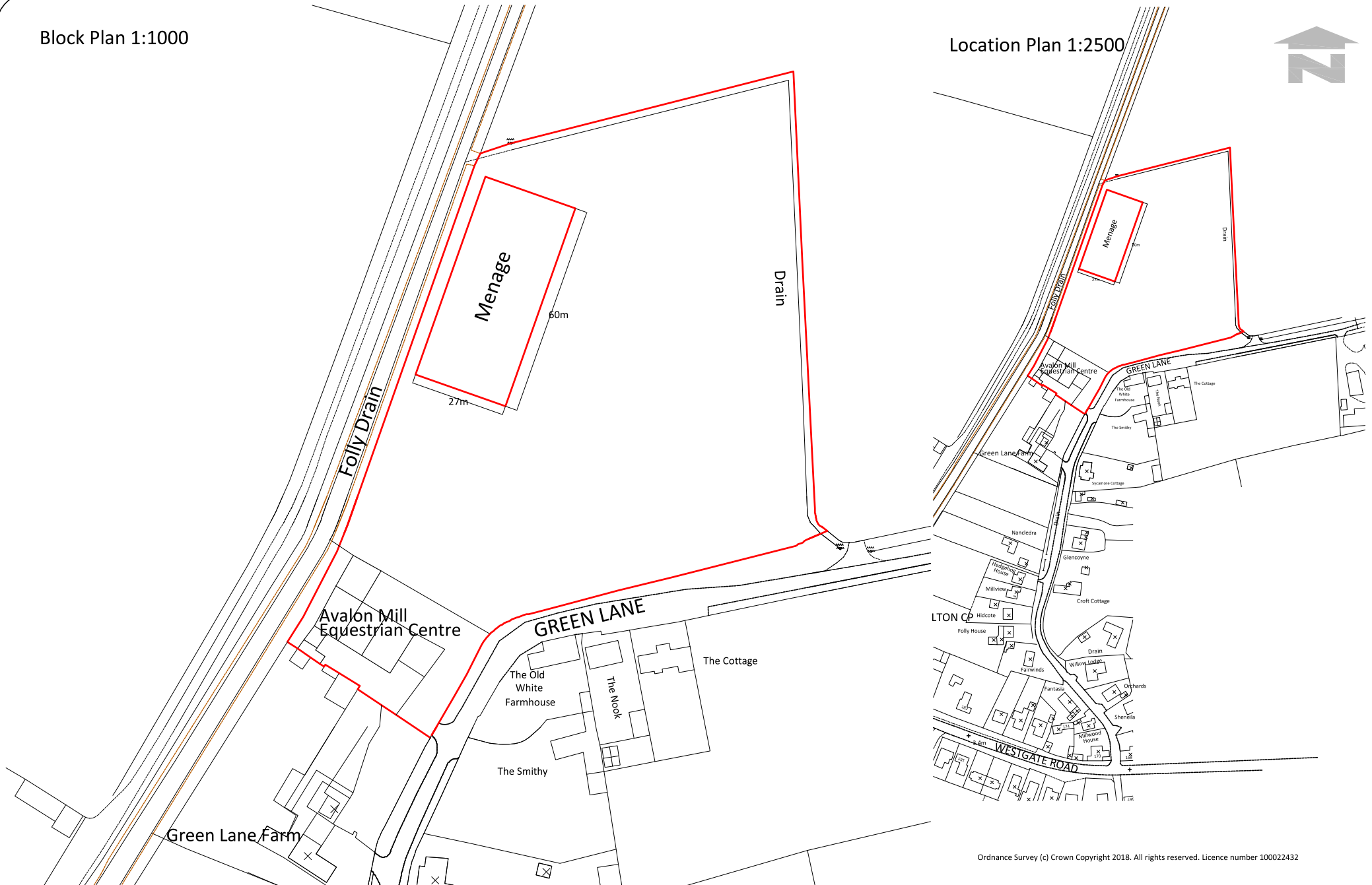


PA/2022/2021

PA/2022/2021 Site layout (not to scale)

Block Plan 1:1000

Location Plan 1:2500



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Client	Mrs Sarah Cumberland		
Date	8/11/22	Dwg No	1 of 1
Scale	As noted	Ref No	1165

Proposal
Drawing

Retain Menage & Change of Use at Avalon Mill
Equestrian Centre, Green Lane, Belton, DN9 1QD
Location & Block Plans

