

## **NE12 - Equestrian development**

- Support - 11
- Neither support of object - 5
- Object – 3

The changes to the supporting text and the Local Plan policies have not only been informed by the responses to the Regulation 18 consultation but they have also taken on board any additional feedback that has come out of discussions/meetings with statutory consultees and members in order to improve the clarity and understanding of the contents of the Local Plan.

<b>Comments in support of NE12 - equestrian development</b>		
<b>Respondent number</b>	<b>Comment</b>	<b>Officer comment</b>
ANON-KSAR-NKYQ-M	Equestrian developments have already damaged the ecology and biodiversity in my area as they take out grassland and put down ecologically poor surfaces. Traffic, including large vehicles, has increased enormously.	<p>Whilst these comments are noted, if an equestrian development has the benefit of planning permission, providing that they are not breaching the conditions of their planning permission or triggering the need to apply for planning permission this is not an issue that the LP can address.</p> <p><b>Recommended Response:</b> No Change.</p>
BHLF-KSAR-N8TZ-5	The BHS supports Policy NE12 that permits horse related facilities and development that I. "Make best use of existing infrastructure most notably existing vehicular and field access, tracks, bridleways, utilities and buildings." However, there are other types of Public Rights of Way and highways that can legally be used by led, ridden and driven equestrians. These include, byways, restricted byways also	<p>Comments noted and support welcomed.</p> <p><b>Recommended Response:</b> Given the legal definition of byways, this has been added to the policy text.</p>

	unsurfaced lanes and tracks that are part of the county highway network. The latter are unclassified roads that are maintainable at public expense and are usually shown on an Ordnance Survey Map as 'other route with public access'. It is therefore suggested that the word "byways" be added after "bridleways" in criterion i.	
BHLF-KSAR-N8TG-J	We welcome the additions to the JCS policy in terms of cumulative impact, artificial lighting, boundary treatments, storage and removal of manure, and harm to hedgerows and field margins.	Comments noted and support welcomed.

<b>Comments which neither support nor object to NE12 - equestrian development</b>		
<b>Respondent number</b>	<b>Comment</b>	<b>Officer comment</b>
ANON-KSAR-NKF6-6	Cumulative impact of over development of this activity is not considered. This is very important for drainage and surface water run off from landscape changes, the increase hosing down of horses after exercise and pollution from badly managed manure heaps that leach into the water courses. Conditions are not enforceable so the damage to the local environment and defuse pollution needs to be taken into account.	Whilst the comments are noted, each planning application is treated on its own merits and as such it is not possible to look at the cumulative impact of the issues that have been raised in this representation. Conditions are placed on a planning permission and if these are breached, an investigation will be undertaken to assess whether or not enforcement action will be.  <b>Recommended Response:</b> No Change.
BHLF-KSAR-N8Z7-8 South	(1) Conserving and Enhancing the Natural Beauty of the Area The landscape is the foundation for all other special qualities of the SDNP, including its setting, views, tranquillity, and unspoilt places and its distinctive towns and villages. With this in mind, the SDNP covers	Comments Noted. It is important that the Local Plan is read as a whole. In this respect, it is considered not necessary to

<p>Downs National Park Authority</p>	<p>approximately 40% of Winchester District and a significant proportion of the remainder of the District is within the setting of the SDNP. Development within the setting of the SDNP must be sensitively located and designed to avoid or minimise any adverse impacts on the SDNP in line with Paragraph 176 of the National Planning Policy Framework (NPPF).</p> <p>We welcome the emerging local plan's recognition for the need to protect and enhance landscape character. With this in mind, we recommend that the following policies are updated to include appropriate references to the need to avoid and/or minimise any potential adverse impacts on the SDNP, from development within its setting, in terms of landscape character, safeguarding views, tranquillity and dark night skies. These are; Policies D1 (High Quality, Well Designed and Inclusive Places), D2 (Design Principles for Winchester Town); D4 (Design Principles for Market Towns and Rural Areas), D5 (Masterplan), NE12 (Equestrian Development), NE13 (Leisure and Recreation in the Countryside), and NE14 (Rural Character).</p>	<p>refer to the SDNP in every policy in the Local Plan.</p> <p><b>Recommended Response:</b> No Change.</p>
<p>BHLF-KSAR-N86T-1 Hampshire County Council (Transport)</p>	<p>P175 – Policy NE12 Equestrian Development</p> <p>The County Council would welcome reference to the district wide LCWIP development and how cycle routes and equestrian provision can co-exist, as well as requiring developers to consider Technical Guidance Note TG19 Walking, Cycling and Horse-Riding Assessment and Review. TG19 – Walking, Cycling and Horse-Riding Assessment and Review (hants.gov.uk)</p>	<p>Comments Noted. The LP covers the period up to 2040 and as result of this, there is a danger that the Technical Guidance that have been referred to in this representation may well be altered/changed over the lifetime of the LP. In this respect, it is not considered appropriate to refer to these Technical Guidance Notes.</p> <p><b>Recommended Response:</b> No Change.</p>

**Comments which object to NE12 - equestrian development**

<b>Respondent number</b>	<b>Comment</b>	<b>Officer comment</b>
ANON-KSAR-NKBJ-P Soberton Parish Council	NE13 Leisure and Recreation in the Countryside Any uses should just be in daylight hours.	It is not practical to expect leisure and recreational facilities to abide by daylight hours, especially in the winter months.  <b>Recommended Response:</b> No Change.
	The need for any parking facilities should be addressed.	In order to facilitate a step change away from planning for the private car, and to align the Local Plan with the climate emergency, the city council has not included car parking standards in the Reg 18 LP. Instead, applicants will need to demonstrate through the design process the amount of car parking on the site and how the site can be linked together with more sustainable modes of transport fully, recognising that the district includes a large rural area where sustainable transport is more limited.  <b>Recommended Response:</b> No Change.
	Surface water and drainage needs to be addressed.	A surface water and management plan would need to be submitted in any area

		<p>where surface water flooding has been identified as an issue.</p> <p><b>Recommended Response:</b> No Change.</p>
	<p>There should be no material harm to hedgerows and arable field margins and where appropriate enhance existing hedgerows.</p>	<p>Any development proposal will need to demonstrate that there will be no net loss of biodiversity in conformity with Policy NE12.</p> <p><b>Recommended Response:</b> No Change.</p>
<p>ANON-KSAR-NK4Z-R Soberton Parish Council</p>	<p>New buildings should be defined, does it include stables?</p> <p>The cumulative impact of increased equestrian development should be considered. This is important for drainage and surface water run-off from landscape changes. There is additional risk from the increased hosing down of horses after exercise and pollution from badly managed manure heaps that leach into the water courses.</p> <p>Conditions are difficult to enforce and the damage to the local environment and diffuse pollution needs to be taken into account.</p>	<p>Whilst the comments are noted, each planning application is treated on its own merits and as such it is not possible to look at the cumulative impact of the issues that have been raised in this representation. Conditions are placed on a planning permission and if these are breached, an investigation will be undertaken to assess whether or not enforcement action will be.</p> <p><b>Recommended Response:</b> No Change.</p>
<p>ANON-KSAR-NKZK-F</p>	<p>The BHS supports Policy NE12 that permits horse related facilities and development that i. “Make best use of existing infrastructure most notably existing vehicular and field access, tracks, bridleways, utilities and buildings.” However, there are other types of Public Rights of Way and highways that can legally be used by led, ridden and driven equestrians. These include, byways, restricted byways also unsurfaced lanes and tracks that are part of the county highway network. The latter are unclassified roads that are maintainable at public expense and are usually shown on an Ordnance Survey Map</p>	<p>Comments Noted. ‘Byways’ have been added to the policy below.</p>

	as 'other route with public access'. It is therefore suggested that the word "byways" be added after "bridleways" in criterion i.	
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	<b>Recommendations</b>	<b>Officer response</b>
Comments from SA	N/A	N/A
Comments from HRA		

7.91. Equestrian enterprises and horse-activities are now an integral part of the rural landscape. Their operation contributes to the rural economy and can have important tourism and leisure benefits. However, the unrestricted development of such facilities can be detrimental to the local environment, in terms of visual impact and the effect on local amenity.

7.92. Developments should aim to reduce their visual impact by minimising the need for additional buildings, structures and other associated development, including hard standing, parking or manure storage areas, fencing, jumps, horse boxes and other paraphernalia, and landscape re-modelling. Generally new buildings should be located adjacent to existing buildings to avoid isolated or scattered development, although occasionally it may be preferable to locate new development away from existing development to minimise impacts on local landscape character. Each site will be considered on its merits, having regard to other possible site layout options and the impact on the wider context, including the existence of other equestrian development in the area. External lighting should be kept to a minimum and of a type which does not contribute to light pollution.

7.93. Equestrian development should maintain and enhance the rural character of the area, by careful design of the development and the materials used, including fencing. The sub-division of paddocks can be particularly harmful if inappropriate materials are used, such as coloured tape. Landscaping schemes will be required as part of the proposals and screening may need to be provided in order to secure satisfactory visual appearance. Existing and proposed boundary treatments will be assessed to ensure that they appropriate to the countryside.

7.94. Proposals will need to comply with all other relevant policies of the Plan and attention is drawn in particular to Policy NE14 Rural Character, and Policies D5, T2, T3 and T4 which set out site design and layout considerations. Proposals within the Settlement Gaps identified in Policy NE7 should have regard to the requirements of that policy.

7.95. Residential accommodation will not generally be permitted in association with equestrian development, unless an essential operational need as set out in policy H11 can be demonstrated. The criteria in policy H11 will apply in such cases, including the imposition of occupancy restrictions on any residential accommodation permitted.

7.96. Equestrian developments may have traffic implications and these will be taken into account regarding impacts on amenity and the local environment. Some equestrian developments may be near to residential properties or the access to the development may pass such properties. Amenity impacts caused by the operation of the development, including the storage and disposal of waste, will therefore also be taken into account when considering proposals.

### **Amendments to Policy NE12 Equestrian Development**

Horse related facilities and development related to grazing and equestrian enterprises, including stables, training areas, riding centres or studs, will be permitted where a countryside location is necessary, provided they comply with the other policies of the Development Plan and:

- i. Make best use of existing infrastructure most notably existing vehicular and field access, tracks, bridleways, **byways**, utilities and buildings;
- ii. Respect existing landscape character and minimise visual impact, by means of location, scale, appearance and design;
- iii. Do not involve the erection of new buildings, or associated features such as hard standing, parking or manure storage sites, where they would harm the existing landscape through isolated or scattered development;
- iv. Do not harm the character of the area by reason of the cumulative impact when considered with other similar enterprises in the area;
- v. Do not involve the use of construction materials, boundary treatments, floodlighting, siting of areas of hard-standing, new or extended access routes, or other infrastructure related to the equestrian development that would have an adverse impact on the appearance of the landscape;
- vi. Artificial lighting will only be permitted where visually acceptable and essential to support the operation of the use. Its design and operation may be limited by condition in order to minimise light pollution in the countryside;
- vii. Do not have an unacceptable impact on residential amenities in the vicinity;
- viii. Include a satisfactory landscaping scheme, providing screening, boundary treatment and provision for future maintenance;
- ix. Includes details for the storage and removal of manure from the site;
- x. Do not cause material harm to hedgerows and arable field margins and where appropriate enhance existing hedgerows.

The development of residential accommodation in connection with equestrian development will not generally be permitted unless it is in accordance with the requirements of policy H11. The development of visitor accommodation in association with equestrian development will be considered in relation to the criteria of policy SP3.