ELawrence
PLANNING

Coombelands Equestrian

Codmore Hill

Pulborough

West Sussex

Planning, Design and Access Statement

Chartered Town Planner

Elizabeth Lawrence Ltd
Woodend, Water Lane, Storrington, West Sussex, RH20 3LY
Tel: 01903 743681 Mobile: 07885 486759 E_mail: elawrencex@yahoo.com

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The site and Background

Coombelands is located within an area of undulating countryside, to the west of the defined built up area. The main built development within the site occupies an elevated position towards the northern boundary of the site, adjacent to Codmore Hill. From here there are expansive views towards Pulborough and South Downs National Park. To the north the site is screened by the rising topography, which then falls away to Hill Farm Lame and beyond.

To the west of the show jumping arenas is a large cluster of modern Farm Buildings and to the east are a number of hedges, gallops and open grassed area leading down to the A29 Staine Street. The main access to the site is off the A29.

Coombelands has been used for commercial equestrian purposes for in excess of 30 Years. The gallops, which initially only served the adjacent Coombelands racing stables was formed in 1962 and in 1990 a cross country course was constructed over much of the site. At that time the show jumping and dressage associated with one day events was set out in grass arenas located partially on the site of the existing surfaced arenas. The existing two permanent surfaced arenas were constricted in around 2010 and 2012. A grass arena was maintained to the south of arena 1 and a moveable rubber matting system with silica surface is placed on it for equine safety reasons.

In 2020 planning permission was granted for a large equestrian building comprising 25 stables, associated parking, horse walker, two staff flats and associated storage. It was to facilitate the growth of the equestrian activities, to attract international riders and host international competitions, etc. Ground works have commenced on this development.

Proposal

The proposal includes 50m x 90m show jumping arena on the site of the existing warm up area; a new parking area and associated internal access, for use during the summer months. As a consequence, the main existing parking area will only be used during the winter months or in very bad weather rather than 365 days a year. Also, the existing summer One day event parking field will only be used for overflow, if required, on the odd occasion during the year. Finally, the proposal includes a low level viewing timber gallery located between arenas 1 and 3.

Design approach

The design approach has included:

- Providing the new riding arena on the footprint of the existing warm up arena that has movable matting and silica, etc, placed on it. The proposed surface would be the same as the silica on the existing permanent and moveable matting.
- Concentrate the built development in a part of the site which is already developed and/or hard surfaced for equestrian use.
- Siting the viewing gallery away from nearby residents and in the middle of the three arenas. This is to ensure it is visually discrete; doe not impact on the living conditions of local residents; and that visitors are largely accommodated in a central position.
- Linking the location of the proposed arena to the existing arenas, the new parking area and the approved equestrian buildings.
- Moving the main summer parking to a location away from local residents and where it is visually discrete within the landscape.
- Providing better facilities for riders and spectators
- Providing better supervision over the grounds for staff.

- Using the existing arenas and the surrounding topography to screen and soften the proposed arena and parking area.

Planning Policies and Proposals

The National Planning Policy Framework 2023

The overall planning policies of relevance to this application have been set out in the National Planning Policy Framework December 2023 (Framework).

The Framework seeks to achieve sustainable development, which has three dimensions, namely:

- An economic objective;
- A social objective; and
- An environmental objective

The Framework sets out a presumption in favour of sustainable development. Where a development accords with an up-to-date Local Plan it should be approved. The Core principles of the NPPF are to adopt a pro-active approach.

Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. As stated in the Framework significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. Planning policies should be flexible enough to accommodate needs not anticipated in the plan, allow for new and flexible working practices and to allow for rapid response to changing economic circumstances.

Planning policies and decisions should also recognize and address the specific locational requirements of different sectors.

In relation to the rural economy, decisions should enable:

a) the sustainable growth and the expansion of **all** types of business in rural areas through well-designed new buildings;
b) the development and diversification of land based rural businesses.
c) Sustainable rural tourism and leisure developments which respect the character of the countryside.
d) The retention and development of accessible local services and community facilities such as sports venues and open space.

This positive approach to rural businesses is to promote a strong rural economy.

Chapter 9 deals with transport and 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 would be severe.

In relation to design the Framework states that new development should function well and add to the overall quality of the area; establish a strong sense of place, optimise the potential of the site and reflect the identity of local surroundings, while not preventing or discouraging appropriate innovation. Planning decisions should not stifle innovation, originality, or initiative.

Regarding the landscape and ecology the Framework states that planning policies and decisions should contribute to and enhance the natural and local environment. The intrinsic character and

beauty of the countryside and wider ecosystems should be recognised. Significant harm to biodiversity should be avoided.

The proposal has been designed specifically to comply with all of the above. As such the scheme accords very closely with the Framework for the reasons set out in this statement.

Horsham District Planning Framework

In 2015 the Horsham District Planning Framework was adopted. Consistent with the NPPF policy 1 states that there is a presumption in favour of sustainable development and policy 2 seeks to protect the environment whilst meeting local employment needs (including within the rural areas).

Chapter 5 of the HDPF deals with economic development and immediately flags up the fact that:

- There is a shortage of business floorspace in terms of both type and size.
- There needs to be opportunities for existing businesses to grow, expand and to meet modern business demands.
- Opportunities for small and medium sized businesses need to be provided.
- There is an ongoing need to enhance the rural economy. This includes enabling diversification of rural employment space.

Policy 10 deals more generally with rural economic development and states that rural economic development and enterprise will be encouraged in order to create local employment opportunities. Development which maintains the quality and character of the area, whilst sustaining its productive social and economic benefits will be supported. Development should:

- Countryside-based enterprises and activities should contribute to the wider rural economy and/or promote recreation and the enjoyment of the countryside.

New buildings in the countryside will be acceptable provided that they support sustainable economic growth.

Policies 24, 25 and 26 seek to protect the built environment, the natural environment and the countryside from in appropriate development and allow for appropriate sustainable development.

Paragraph 9.22 states that equestrian related development is important to the rural economy. It needs to be if high quality and appropriate to its location.
Policy 29 deals with equestrian development. It supports equestrian developments provided:

- It can be demonstrated that the re-use of existing buildings on site for related equestrian use is not appropriate; before new or replacement buildings are considered.
- The proposal would be appropriate in scale and level of activity, and be in keeping with it's location and surroundings, and where possible is well related to existing buildings;
- The proposal should where possible be well related to a bridleway network.

Policy 33 deals with development principles. It seeks to protect the character and appearance of the landscape; protect important landscape features and avoid unacceptable harm to the living

conditions of residents. Policies 40 and 41 promote sustainable transport and the provision of adequate parking facilities to meet the needs of developments.

Horsham District Local Plan 2023 – 2040 Regulation 19

This document emphasises the need to support economic growth in rural areas within the District. Policy 30 supports the intensification and expansion of existing businesses and Policy 31 deals specifically with rural economic development. It supports sustainable rural economic development. Development will be supported where:

- It does not prejudice, and contributes to, the diverse and sustainable farming enterprises within the District;
- It contributes to the sustainable custodianship of the countryside; and
- In the case of non-farming countryside-based enterprises and activities, it contributes to the wider rural economy and/or promotes recreation in, and the enjoyment of, the countryside, and complies with the following hierarchy:
    i. As first preference, is contained within suitably located existing buildings which are appropriate for conversion or, in the case of an established rural industrial or commercial site, within the existing boundaries of the site;
    ii. Where i) is not feasible, proposals for new buildings or development will be supported where it can be demonstrated that the proposal will contribute to sustainable rural economic growth that supports balanced living and working communities.
- Proposals will be supported provided they:
    a) Do not adversely affect the character, appearance or visual amenities and the intrinsic character and beauty of the countryside and the location in question; and
    b) Demonstrate a net increase in biodiversity in and around the site.

- Proposals will be supported provided car parking requirements can be accommodated satisfactorily within the immediate surroundings of buildings or an alternative logical solution is proposed.

Policy 33 supports with equestrian development where:

- It can be demonstrated that the re-use of existing buildings on sites for related equestrian use is not feasible before new or replacement buildings are considered;
- The proposal is suited to its surroundings in scale and level of activity, and is in keeping with its location and the landscape;
- The proposal is well related to any existing buildings, utilities and transport infrastructure, including vehicular and field access;
- The proposal can demonstrate that the stables can be suitably managed without the need for new on-site residential accommodation; and
- The proposal should, where possible, provide safe access and connections to the local bridleway network for equestrians using the facilities provided.

The supporting text to this policy states that there is an ongoing need to maintain and enhance the rural economy.

It advises that it is important to ensure that those who work in the rural area are able to do so and that the economy and rural communities can continue to thrive.

Policy 28 supports improved community facilities, including leisure and sports.

Finally policies 6 to 10 deal with climate change, energy efficiency, water neutrality and flooding.

Planning Merits

Location and accessibility

Coombelands is located in an ideal location for an equestrian venue. It is adjacent to the strategic road network, with good road links in all directions. It is also within the main equestrian areas within England, which hosts a number of equine sports including showjumping, dressage, cross country, polo, horse racing, long distance riding, mounted games and hacking. It is an industry that makes a significant contribution to the rural economy and tourism.

The site is located close to Pulborough and Billingshurst railway stations and is on a bus route between Pulborough and Billingshurst. It is a short distance from Brinsbury College which provides equine education.

Both die to its undulating open setting and accessible location it is not surprising that Coombelands is one of the favoured venues in the region for professional and amateur riders, as well as pony and riding clubs.

The existing and proposed enterprise

Existing Enterprise

The existing enterprise includes the following riding activities:

Show jumping training

The hiring of the jumping arenas (one hourly slots) for training purposes. This facility is available daily, other than when the arenas are being used for competitions.

Dressage

The hiring of the arenas and/or grassed areas in the summer for dressage schooling. This facility is available throughout the year other than when events are taking place.

Cross country

The hiring of the cross country course for training purposes between March and October (weather permitting). This facility is similarly available daily unless cross country events are taking place.

The client base for these activities is diverse and includes:

Local pony clubs
Local riding clubs
Professional riders
Professional instructors hosting training sessions
Individuals and small groups of all ages. (Groups of 2 to 5 riders)
The owners and riders of horses kept at Coombelands stables (some 30 horses)

Arena 1 is almost exclusively used for horses kept at Coombelands stables, other than on show days or when professional instructors run training sessions. Arena 2 is used for public hiring other than when shows are taking place.

The arenas are only used during daylight hours and this restricts their availability to just 8 bookings each per day. This does not meet the current demand during peak hours, although overall bookings rates vary between 2 and 8 per day.

The increased demand comes from the high quality of the facility. This will increase with the proposed stables, which will generate demand for daily schooling of up to 25 horses.

Cross country training

The hiring of the cross country course. The course can accommodate numerous individuals/groups at any one time as riders typically walk/trot between fences and spend time learning how to jump individual fences. The use is not time restricted, but typically horses spend about one to one and half hours on the course.

The client base for this is the same as for show jumping training.

Gallops

The gallops are used by the race horses kept at Coombelands Racing stables and the liveries at Coombelands. When there is any space availability it is used by professional and amateur riders, particularly pre-season when they are looking to increase their horses fitness after winter resting.

Competitions

Show jumping

Typically, two jumping competitions are held each week. One during the week and one at the weekend. The mid-week shows are primarily attended by professional riders, whilst the weekend shows attract a diverse range of competitors.

These shows typically attract between 75 and 200 competitors. Many of the competitors can bring up to 6 horses with them and most trailers and boxes carry more than one horse. The larger horseboxes can carry up to 10 horses.

From experience, the number of horseboxes and trailers used to transport the horses to and from the shows varies between 30 to 60. They arrive and depart at staggered times to fit around the classes that riders are taking part in.

The riders and their friends/family usually travel in the same vehicle, although occasionally they may arrive separately. Typically, on show days there can be 5 to 15 cars on the site.

In addition to this local pony and riding clubs occasionally hire the venue to host their own shows. This is usually at weekends. These shows generate a similar level of traffic.

Last year Coombelands hosted 116 show jumping competitions.

Cross country shows

Historically up to 12 cross country and one/two day events were held each year. They each attracted up to 150 horses/ponies. This resulted in the parking of between 60 and 90 horseboxes and trailers on the site. Some in the main car park and others in the large summer parking field close to the entrance of the A29. These events also generate more cars as each of the jumps require attendance by individual jump judges. Hence 20 – 30 cars per show.

This number of such events is to be reduced and the business is looking to host no more than 4 cross country/one day events each year. The traffic they each generate is as indicated above.

The approved stables

The approved stables have the capacity to accommodate 25 horses. It is a full livery facility, operated by a single business. As stated in the 2020 planning application the running of the yard will generate 10 -15 vehicle trips Monday to Friday and on non-competition weekends 30 – 50 movements daily.

On competition days the whole venue would attract 80 – 100 daily journeys.

Overall, the facility will reduce horse transport movements. This is because the competition horses kept at the stables will not need to travel to Coombelands for training or competitions.

Proposed Enterprise

The new arena would increase the training hire potential by 8 slots a day, although much of this would be taken up by the horses in the approved stables. On show days the arena could accommodate around 150 ridden rounds. This would not however increase the number of horses attending by 150. The demand by riders to jump two courses is high and very normal. Indeed, it is usual for horses may jump in two or three classes. The additional course also means that professional riders in-particular will bring more horses in their horseboxes to take advantage of the broader range of classes available. This will reduce the number of shows they attend as a mixed range of horses can be ridden at one show. Also, the horses in the approved yard will not need to travel to the venue.

Overall, the proposal would have a negligible impact on day to day traffic and would increase the traffic on show days from 30- 60 to 30 – 70 horseboxes/trailers.

With the proposal the number of cross country/one day event competitions will significantly reduce. Currently it is unlimited but over recent years there have been around 12 a year. This will reduce to a maximum of 4 events per year.
These events attract up to 150 horses transported in 60 – 90 horseboxes/trailers.

In place of these shows the proposal is to host two large shows each year. As stated in the 2020 planning application, the venue is looking to attract more international riders and to host FEI events (Federation Equestre Internationale Events). These large events are likely to be attended by up to 400 Horses.

Such events add further to the local economy as competitors stay locally and support local equestrian yards, restaurants, vets, farriers, feed merchants, hotels and restaurants.

Whilst these shows are larger and run over 2/3 days, the show jumping arenas have a fixed capacity and so do not generate more equestrian traffic.

On show and training days traffic is staggered throughout the day. Even where a number of horses boxes arrive or depart at the same time the access drive is 150 metres long and provides ample space for vehicles to pull over to let incoming vehicle boxes pass.

Amount

The proposal:

- replaces a temporary surfaced warm up area with a new permanent arena that measures 50 x 90 metres.
- provides an alternative grassed summer parking area.
- provides an enclosed spectator gallery between the three arenas. This is to enhance the experience for spectators and competitors, as well as to contain activity. This building is 7 metres wide and 60 metres long.

Materials

Proposed arena

Post and rail fencing around its sides.

Silica and fibre surface to match the existing

Low level timber kickboards

Proposed new car park

Grass surface with a fine layer of sandstone to prevent poaching the ground.

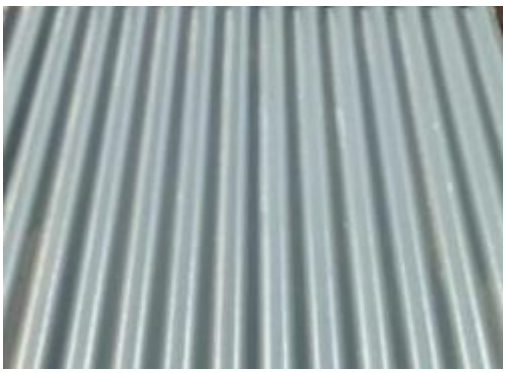
Proposed new access track

Type 1 where grass can grow through

Viewing gallery

Walls - Horizontal timber boarded walls (Red Western Cedar or Larch, depending on local availability. They both look very similar and are untreated).

Roof – Rhino insulated corrugated steel sheeting. Colour anthracite grey. (PVC coated Leather grain finish).



Timber framed windows and doors

Recycled plastic wood effect Decking around the building

Landscape assessment including Design and appearance

The area of the proposed arena has been used as a warm up area and for grass show jumping for many years, both on grass and a movable sand surface.

Photo 1 – looking from footpath towards warm up arena



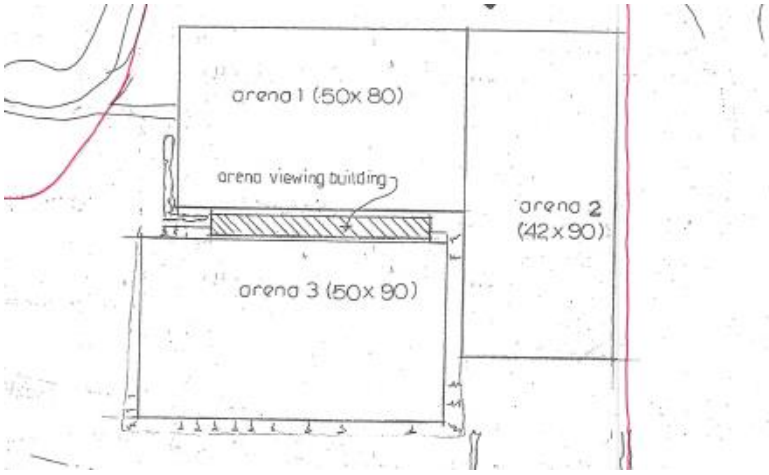
Arena 1 sits at a higher level to the rear of the warm up arena and is screened by a hedge.

Arena 2 is at a higher level and is located to the east of the warm up arena.

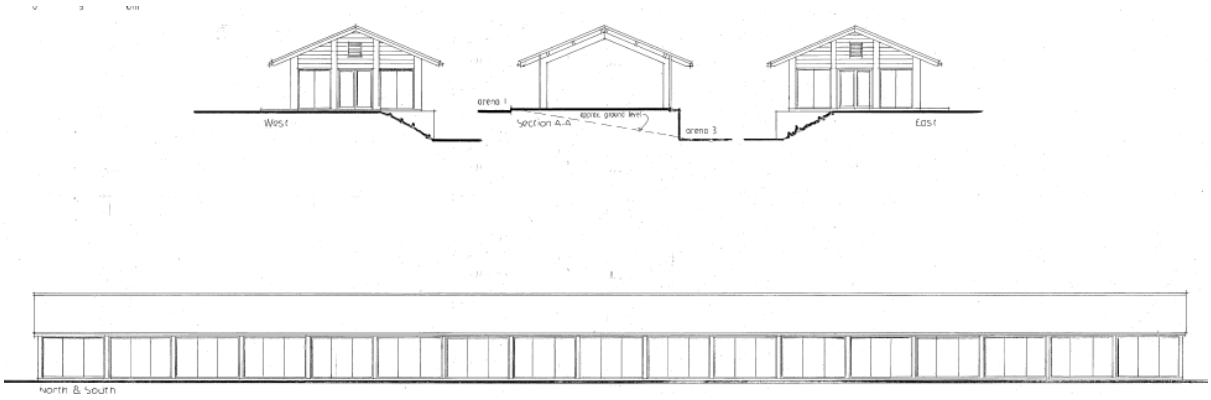
The proposed arena 3 would continue to sit at a lower level to arenas 1 and 2. It would be enclosed by a simple post and rail fence and would have the same surfacing as the existing warm up arena and arenas 1 and 2.

The proposed building would sit between the proposed arena 3 and arena 1.

The site plan below shows the location of the existing and proposed arenas and the proposed building.



The plan below shows the design and appearance of the building. It is modest and rural in form and appearance and will be partially screened by the fencing around the existing and proposed arenas.



This layout for equestrian centres is increasingly popular. It provides a really good viewing and judging platform and contains the activities. Below is an example of an existing arena building, albeit its roof form is more contemporary than that proposed.



Summer parking has taken place both within the in the hard surfaced areas and on the edges of the cross country course. The proposal is seeking to allocate an area that will be used for summer parking, which will be easy to organise; will be visually discrete; and will be located away from any local residents.

Photo 2 – illustration of parking on the grassed areas of the site.



Photo 3 – illustration of parking within main parking area to the north of arena 1



The following photographs show how well screened the proposed arena 3 and summer parking area are from the wider landscape.

Photograph 4 – taken from footpath 1995 some 400 metres to the south of the proposed arena. The application site is screened by the topography and existing hedges.

Application site



Photo 5 – 150 metres to the suthwest of the application site

Application site





Photo 6 – 75 metres to the southwest of the application site



Photo 7 – 200 metres to the east of the application site





Photo 8 – looking from the application site to the east.



Photo 9 – Looking towards arena 3 from north of arena 1. Arena 3 will sit at a lower level and will be to the rear of the proposed building.



As can be seen the proposed arena, building and parking area will be well screened from the north, south and east. From the west it will be visible from parts of footpaths 1995 and 1996. However it will be seen in the context of the existing arenas, the cross country course and the approved equestrian centre that will be located the west of arena 3.

Photo 10 – looking east from footpath 1995

Approved building Proposed arena



Photo 11 – Looking north from footpath 1996. It should be noted that a new hedge is to be planted between the footpath and arena 3. The rope line delineates the footpath, the warm up arena is enclosed by a fence to the north.



As stated by the Council's landscape consultant, when considering the proposed equestrian centre to the west:

"the proposals although fairly substantial, will be seen in the context of the existing group of barns, other equestrian facilities within the site as well as other equestrian influences in the surrounding area.
Two public footpaths run I close proximity and adjacent to the site 1995 and 1996, however users of these footpaths already experience the equestrian influences in the area and the site itself, so although there is some harm to the landscape character and visual amenity of the area as result of the proposals, these are considered to be of an acceptable level and one that the receiving landscape can accommodate.
Some of the views of the site from the lower ground to the south will be partially softened by the various layers of existing lines of hedgerow and tree planting outside of the red line boundary. This planting must be retained and where possible enhanced."

With the proposal a new hedge will be planted between the proposed new arena 3 and the footpath. In addition, a considerable amount of wild flower planting along the edges of various hedgerows.

Overall, the proposal will be contained and well screened. It will contain most of the activities on the Coombelands equestrian site to this specific area.

With regard to activity and parking the following photographs were taken late morning during a typical show jumping competition. It involved 240 horses and 160 riders. There were no more than 15 horse boxes on the site at any one time. Just one competitor uses the competition arena at any one time and no more than 10 riders are warming up in the other arenas. The horse boxes arrived with up to 10 horse in them.

Photo 12



Photo 13



Photo 14



Photo 15

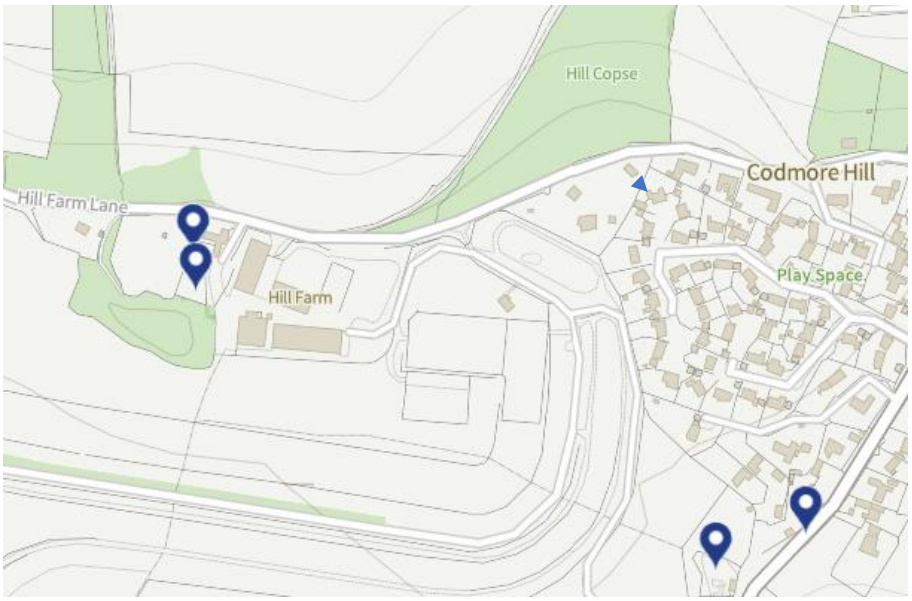


Photo 16



Heritage statement

There are four listed buildings sited relatively close to the application site, as shown on the plan below.



The buildings include:

Codmore Hill Farmhouse

This building is described as:

PULBOROUGH HILL FARM LANE 1. 5404 Codmore Hill Farmhouse (Formerly listed as Hilltop Farmhouse) TQ 02 SW 1/796 15.3.55
C17 or earlier timber-framed building with the timbering and herring-bone red brick infilling exposed on first floor of the north front, the ground floor rebuilt in coursed stone, the whole of the south front refaced in ashlar. Tiled roof. Casement windows. Two storeys. Four window.

Hill Farm Barn

This building is described as:

Reasons for Designation

Hill Farm Barn is designated at Grade II for the following principal reasons: * a mid/late-C18 barn with surviving principal elements of the timber frame; * a C19 phase in good quality brickwork which suggests the changes in agricultural practice brought by mechanisation; * situated close to the Grade II listed C17 farmhouse for which it was originally built, with which it has group value.

Details

957/0/10072 HILL FARM LANE 02-DEC-09 Codmore Hill Hill Farm Barn

GV II Aisled barn, mid-late C18, with C19 and later alterations. Single storey C20 addition to the eastern part of the north side is not of special interest.

EXTERIOR: the barn is a timber-framed structure on a local sandstone plinth with a hipped tiled roof. It is aisled to the south and west and has a large opening to the north. The plinth is buttressed on its southern side and is partly rendered here too; in places the mortar is galletted. The north and east sides, where there is no aisle, have brick walls above the plinth, weather-boarded to the east.

INTERIOR: Queen post roof of five bays with trenched purlins. The easternmost truss is not a queen post, but has diagonal struts instead and no collar. There are a number of original carpenter's marks on the principal members. Timber posts with diagonal struts (some on original plinths, others on concrete) form the aisle; those at the western end have jowls and suggest an C18 date for the barn. There are also curved braces in the north wall. The two extensions to the north of the barn date to the mid C19 (that to the west) and the 1960s (to the east); a C20 light-weight shelter abuts the barn to the south. Many of the rafters are likely to date to the same phase as the earlier extension, in the mid-C19, and the tile roof covering appears to be interwar. The barn floor is concrete and late C20.

HISTORY: The barn, which forms part of the farm complex alongside Hill Farm (a Grade II listed C17 farmhouse) appears on one of the drawings compiled by the Ordnance Survey in 1806-7 and is C18 in origin. The range abutting the north of the barn, at its western end, is likely to be an extension (the plinth of the main barn is unbroken here), probably of the mid-C19. It may have been introduced to house machinery, as agricultural practices became increasingly mechanised in the C19. Later alterations include a single storey extension to the north of the mid-C20.

REASONS FOR DESIGNATION: Hill Farm Barn is designated at Grade II for the following principal reasons: * a mid-late C18 one-aisled barn with surviving principal elements of the timber-frame; * a C19 phase in good quality brickwork which suggests the changes in agricultural practice brought by mechanisation; * situated close to the Grade II listed C17 farmhouse for which it was originally built, with which it has group value.

Stane Street Hollow, London Road

This building is described as:

PULBOROUGH LONDON ROAD 1. 5404 Stane Street Hollow (Formerly listed as Codmore Farmhouse under Codmore Hill) TQ 01 NE 6/736 15.3.55
L-shaped house. C17 or earlier. Coursed stone. Tiled roof. Casement windows. Red brick chimney stack.

Listing NGR: TQ0543219945

Codmore House

This building is described as

PULBOROUGH LONDON ROAD 1. 5404 CODMORE HOUSE TQ 01 NE 6/737
L-shaped building. North wing C17 or earlier timber-framed. Its east front has been refaced with ashlar but the timbering with plaster infilling is visible on first floor of west front, ground floor rebuilt in painted brick. Front wing early C19. Two storeys. Three windows. Ashlar. Hipped slate roof. Eaves cornice. Glazing bars intact. Venetian shutters. Modern wooden porch.

Listing NGR: TQ0551119978

As can be seen from the attached photographs the listed buildings are not visible from the site of the proposed arena, or the proposed summer parking area.

For this reason, the proposal will have a neutral impact on the setting of these listed buildings and will not detract from their significance.

Photo 17 – looking towards the application site from footpath 1995, a short distance to the south of Codmore Hill Farmhouse and Hill Barn



Photo 18 –

Looking towards arena 1 between modern barns from footpath 1995, a short distance to the south of Hill Barn and Codmore Hill Farmhouse.



Photo 19 – Looking towards the application site from the field to the east, to the front of Stane Street Hollow and Codmore House



Dark Skies

The activities take place during daylight hours and will not impact on dark skies.

Biodiversity Net Gain

See separate report.

Traffic Parking and access

See separate highway statement and spread sheet.

Cycle and Bin storage

Cycles are not allowed close to the horses and ponies for safety reasons. However, they can and are secured on the back of horse boxes and next to the existing office/tea room located a short distance from Arena 1.

Also, visitors with large horse boxes have their own storage facilities.

Muck area

It has always been a strict policy at Coombelands that owners pick up and take their horses droppings home with them. Obviously, this does not relate to droppings on the cross country course or in the arenas. Here the small number of droppings are collected daily and deposited in a muck heap that is later spread on the agricultural land at Coombelands.

The proposal will continue with this regime.

Water Neutrality

There is currently one WC and wash room on the site along with a small kitchenette within the facilities building.

The W.C, which is suitable for disabled persons, can be used by competitor's and spectators, although this is rare.

The arenas are hired out in an hourly basis and rarely do riders and others need to use the on-site toilet. Most people attending the course for training live locally and return home immediately after their training session.

Other riders, including those travelling with several horses, have W.Cs in their horse boxes.

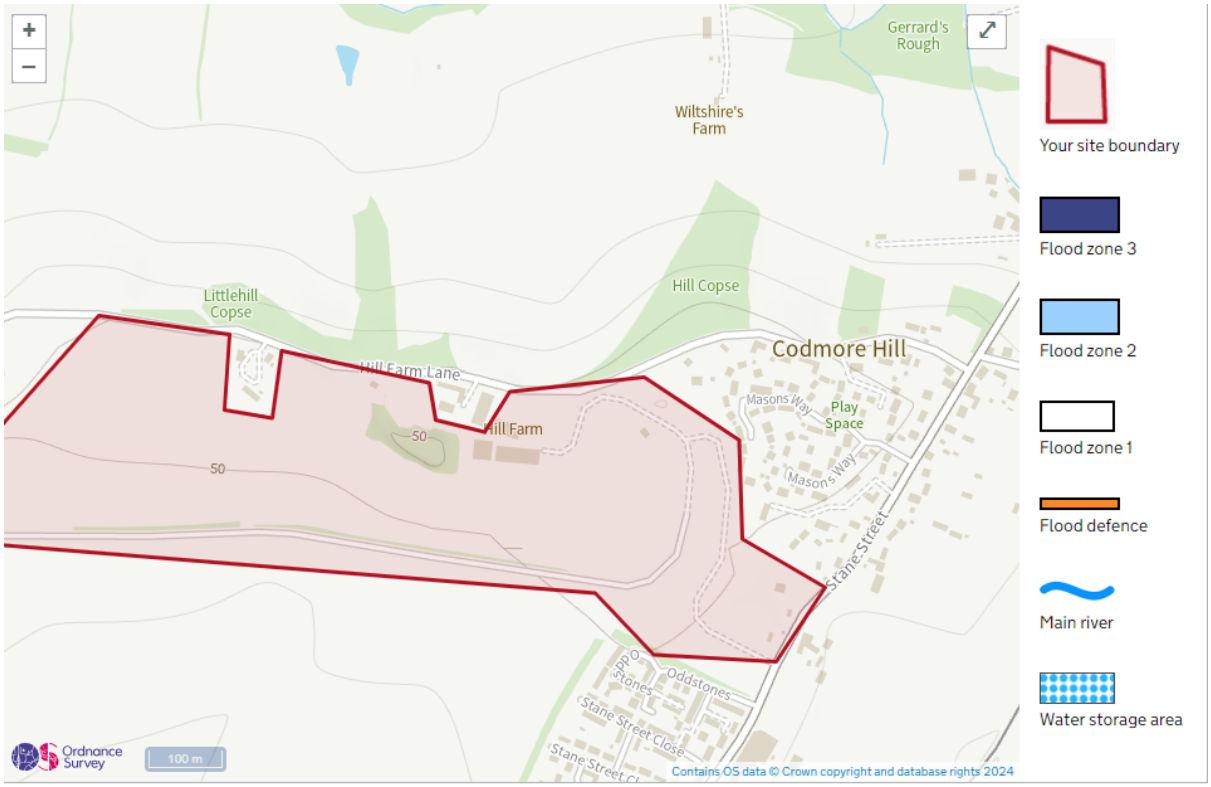
For competition days portable toilets are hired in and then removed after the shows. (Overall, the number of shows will decrease with the proposal as the number of cross country events reduces from 12 plus to a maximum of 4).

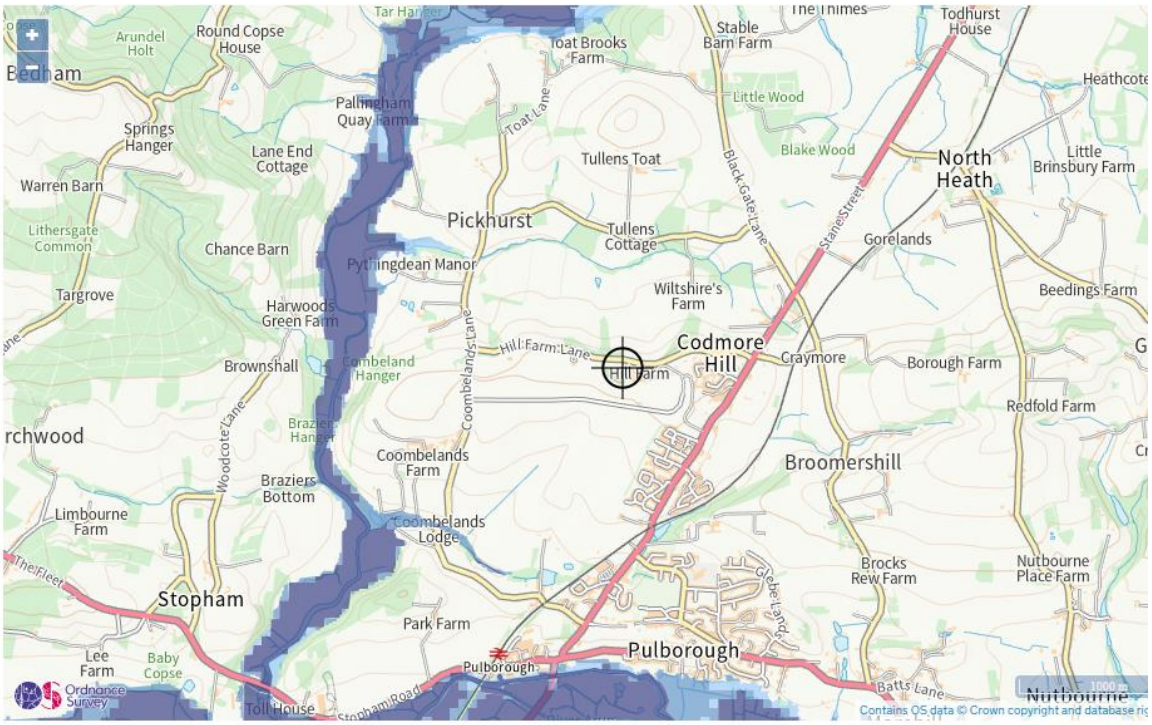
The proposal will not require any changes to the above practice.

Flood Risk Assessment

The only reason why a FRA is required is because the site extends to in excess of one hectare.

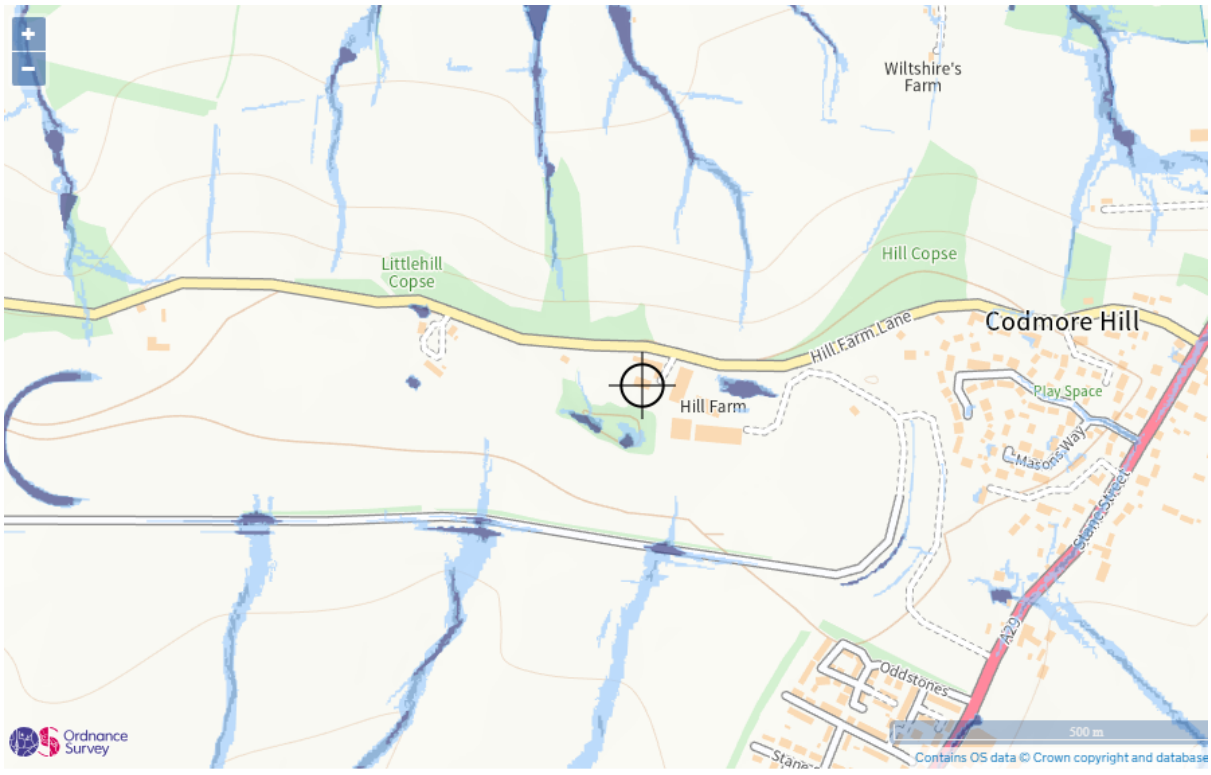
The site is located in flood zone 1 and is at low risk from flooding from the sea and rivers. See Flood Risk map below.





Extent of flooding from rivers or the sea

High Medium Low Very low Location you selected



Extent of flooding from surface water

High Medium Low Very low Location you selected

Will the proposal increase the risk of flooding elsewhere?

The proposed arena, due to its method of construction and surfacing will ack as a soakaway. It will reduce water run-off from the site. Having regarding to the topography of the site any water on the site falls to the south over the applicants own open land.

The proposed parking area will be surfaced with…. It will be fully porous ad will not generate any water run-off.

Sustainability and Policy conclusions

The proposal complies with the three objectives of sustainable development and all of the above policies in the following ways.

Economic

- Will provide additional direct and indirect employment.
- Will support use local contractors for groundworks, construction and ongoing maintenance.
- Will support and aid the viability of a wide range of local facilities and services.
- Will support local agricultural and equestrian suppliers and services.
- Will support the local rural economy.

Social

- Will provide additional direct and indirect employment.
- Will support British up and coming equestrian athletes and their horses.
- Will support the local public houses and restaurants, etc.
- Will enhance a long established equestrian recreational venue that is enjoyed by horse riders, their families and the public.
- Will provide equine career education
- Will relocate the existing parking area away from local residents.

Environmental

- Will make better use of an important and long established recreational equestrian venue.
- Will improve the condition, organisation and recreational experience of the venue.
- Will generate little additional traffic.
- Will fully respect the dark Skies in the locality.
- Will generate a negligible amount of noise and disturbance.
- Is a highly accessible location for the enterprise.
- Would not have a negative impact on ecology.

Overall Conclusion

The proposal fully complies with the Framework and all of the above existing and emerging policies and proposal.

Photograph locations

