AP PLANNING & DESIGN

ARCHITECTURAL DESIGN & PLANNING CONSULTANCY

PLANNING STATEMENT

PROPOSED CHANGE OF USE OF APPROXIMATELY 2 ACRES OF AGRICULTURAL LAND TO PRIVATE EQUESTRIAN USE, ERECTION OF AN L-SHAPED STABLE BLOCK, CONSTRUCTION OF A 20M X 40M OUTDOOR RIDING ARENA (MANÈGE) AND ASSOCIATED ACCESS, HARDSTANDING, FENCING AND LANDSCAPING

Site: Agricultural Land, Fritchley, Derbyshire
Local Planning Authority: Amber Valley Borough Council
Applicant:
Prepared by: AP Planning & Design
Date: August 2026

1. INTRODUCTION

1.1

This Planning Statement has been prepared in support of a full planning application relating to agricultural land at Fritchley, Derbyshire.

1.2

The application seeks planning permission for the change of use of approximately 2 acres of the existing agricultural land to private equestrian use, together with the erection of an L-shaped stable block, construction of a 20m x 40m outdoor riding arena (manège), and associated access track, hardstanding/turning arrangements, fencing and landscaping.

1.3

The proposal represents a modest form of countryside development associated with the keeping and exercising of horses. Equestrian activities are inherently rural in nature and require access to sufficient land for grazing, turnout and the welfare of horses.

1.4

Particular consideration has been given to the sensitive historic environment surrounding the site. A Scheduled Monument crosses the wider landholding and has been treated as a fundamental constraint informing the design and siting of the development.

1.5

The proposed L-shaped stable block, 20m x 40m outdoor riding arena and associated operational development have therefore been deliberately positioned away from the Scheduled Monument. The layout seeks to maintain a substantial undeveloped buffer between the proposed equestrian facilities and the monument, minimise ground disturbance in archaeologically sensitive areas and retain the predominantly open character of the wider site.

1.6

The proposal has been developed following consideration of the following principal planning matters:

- the principle of equestrian development in this rural location;
- the character and appearance of the countryside;
- the scale, siting and design of the L-shaped stable building and 20m x 40m outdoor riding arena;
- the significance and setting of the Scheduled Monument;
- archaeological considerations;

- highway safety and access;
- neighbouring residential amenity;
- ecology and biodiversity;
- drainage;
- landscaping and screening; and
- the welfare and practical requirements associated with the keeping of horses.

1.7

For the reasons set out within this Statement, it is considered that the proposed development accords with the development plan when read as a whole and represents an appropriate and sustainable equestrian use of the site.

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2. SITE AND SURROUNDINGS

2.1 Site Location

The application site comprises agricultural land situated at Fritchley, Derbyshire.

The wider holding extends to approximately 10.51 acres and presently comprises predominantly open agricultural grassland.

2.2

The site lies within a rural setting but is situated in close proximity to the established settlement of Fritchley. It is therefore not an isolated parcel of countryside remote from existing development.

Fritchley itself is identified as a Key Village within the settlement hierarchy of the adopted Amber Valley Borough Local Plan 2022–2040.

2.3

The surrounding area has an established rural character comprising agricultural fields, hedgerows, trees, rural lanes and dispersed residential and agricultural development.

The character of the site is therefore one in which agricultural and other appropriate countryside activities would ordinarily be anticipated.

2.4 Existing Land Use

The land is currently in agricultural use.

The proposed development would result in the change of use of part of the land from agriculture to the keeping of horses for private recreational purposes.

2.5

Although equestrian use constitutes a material change from agriculture for planning purposes, the physical character of the majority of the land would remain substantially unchanged.

The fields would continue to have a predominantly grassed and open appearance and would be utilised primarily for grazing and turnout.

2.6

The development therefore does not involve the urbanisation or comprehensive development of the site.

Rather, it represents a countryside-based use requiring only the buildings and infrastructure reasonably necessary to support the welfare and management of horses.

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3. HERITAGE AND ARCHAEOLOGICAL CONTEXT

3.1 Scheduled Monument

An important consideration in the development of the proposals is the presence of the Scheduled Monument crossing the wider landholding.

The Scheduled Monument comprises part of the historic Butterley Gangroad, a nationally important early railway landscape.

3.2

The Butterley Gangroad is of considerable archaeological and industrial heritage significance. Its surviving archaeological remains contribute to an understanding of the development of early rail transport and Derbyshire's industrial history.

3.3

The applicant is fully aware of the significance of this heritage asset and the proposed layout has consequently been designed around its protection.

The Scheduled Monument has not been treated simply as a line on the site plan. Its significance, archaeological sensitivity and setting have informed the location of the proposed operational development.

3.4

The proposed stable building, outdoor riding arena, access and associated hardstanding would be positioned outside the scheduled area.

No stable building is proposed upon the Scheduled Monument.

No access track is proposed to cross the Scheduled Monument.

No excavation associated with the stable or arena development is intended within the scheduled area.

3.5

A generous undeveloped separation is retained between the principal equestrian infrastructure and the monument.

This represents a precautionary and heritage-led approach to site planning.

3.6

The development has specifically sought to avoid:

- physical disturbance of the Scheduled Monument;
- severance of its historic alignment;
- development immediately adjacent to its route;
- unnecessary excavation within archaeologically sensitive areas;
- visually dominant development within its immediate setting; and
- the introduction of substantial built form across the central and eastern parts of the field.

3.7

The majority of the wider holding would consequently remain open and undeveloped.

The historic route would remain legible within the landscape and the proposed equestrian development would be concentrated towards the western part of the site.

3.8

This approach is considered to represent an appropriate response to the significance of the heritage asset.

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4. PRE-APPLICATION HERITAGE ENGAGEMENT

4.1

The applicant has engaged with a local representative of Historic England in relation to the principle of the proposed development and the presence of the Scheduled Monument.

4.2

The discussions confirmed the importance of considering the Scheduled Monument even where proposed development lies outside the formal scheduled boundary.

This is accepted.

The planning assessment must consider both:

1. direct physical effects upon the monument; and
2. potential effects upon its significance arising through changes within its setting.

4.3

The applicant has therefore sought to respond positively by locating the proposed stable facilities away from the monument and retaining substantial open land around its route.

4.4

The design approach demonstrates that heritage considerations have influenced the proposal from the outset rather than being addressed retrospectively.

Further archaeological or heritage information can be supplied where reasonably requested by the Local Planning Authority or Historic England.

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5. THE PROPOSED DEVELOPMENT

5.1 Change of Use

Planning permission is sought for the change of use of part of the agricultural land to private equestrian use.

5.2

The equestrian use would primarily comprise:

- grazing;
- turnout;
- keeping and caring for horses;
- exercising and schooling horses, including within the proposed 20m x 40m outdoor riding arena;
- storage of feed, bedding and equipment within the stable building; and
- activities ordinarily incidental to private horse ownership.

5.3

The development is intended to provide appropriate facilities for private equestrian use and does not constitute a commercial riding school or large-scale commercial equestrian establishment.

This substantially limits the intensity of the proposed use and associated vehicle movements.

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6. PROPOSED STABLE BLOCK

6.1

A purpose-built stable block is proposed to provide suitable accommodation for the horses kept at the site.

The proposed purpose-built stable accommodation would be arranged as an L-shaped block based on the Colt Stables drawing dated 11 September 2026. The accommodation comprises three 3.6m x 3.6m stables, one 5.0m x 3.6m corner stable and one 1.8m x 3.6m tack room, together with an additional 1.2m canopy. The walls are proposed in pressure-impregnated shiplap exterior cladding, with a 15-degree pitched roof finished in black Onduline roof sheeting and galvanised fittings.

6.2

The stable building would be of a scale proportionate to the size of the landholding and the proposed private equestrian use.

The building would accommodate only those facilities reasonably necessary for the safe and appropriate management of horses.

6.3

The stable block would be positioned towards the western part of the landholding.

This location has been selected because it:

- concentrates development towards the existing road and developed edge of the site;
- avoids unnecessary development across the centre of the field;
- provides convenient access;
- reduces the required length of new internal access;
- maintains a significant separation from the Scheduled Monument;
- allows the majority of the holding to remain open;
- enables existing and proposed boundary vegetation to provide screening; and
- reduces the landscape impact of the development.

6.4

The stable building would have a simple agricultural/equestrian appearance.

Materials should be recessive and appropriate to the rural location, with dark or natural external finishes where appropriate.

6.5

The building would not represent an incongruous urban form of development.

Stable buildings and associated structures are an established and readily understood feature of the rural landscape.

7A. OUTDOOR RIDING ARENA (MANÈGE)

7A.1

A 20m x 40m outdoor riding arena (manège) is also proposed as an integral part of the private equestrian use. The arena would provide a purpose-designed area for the safe schooling and exercising of horses and would be grouped with the principal equestrian infrastructure towards the western part of the site. It would incorporate an appropriate free-draining construction and surface-water drainage arrangement, with changes to existing ground levels and excavation kept to the minimum practicable. No arena floodlighting is proposed.

7A.2

At 800 square metres, the arena is a conventional private equestrian size. It is not proposed for commercial riding-school use or competitions and would not materially alter the private nature or traffic profile of the development.

7. ACCESS TRACK

7.1

Vehicular access is required to allow the safe management of the horses and to provide access for feed, bedding, veterinary attendance, farriers and horse transport.

7.2

The internal access arrangement has been designed to follow the western part of the site rather than cutting across the central field.

This is an important element of the design strategy.

7.3

The proposed track would be finished in an appropriate permeable stone material rather than an unnecessarily engineered urban surface.

This would:

- retain a rural appearance;
- minimise visual impact;

- facilitate surface-water infiltration;
- avoid unnecessary urbanisation; and
- remain visually compatible with agricultural access tracks commonly found throughout the countryside.

7.4

The access arrangement would avoid crossing the Scheduled Monument.

This significantly reduces the potential for archaeological disturbance.

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8. HARDSTANDING AND TURNING

8.1

A modest area of hardstanding would be provided in association with the stable block.

8.2

The hardstanding is operationally necessary to provide a safe, clean and durable surface immediately surrounding the stables and to facilitate vehicle manoeuvring.

8.3

The area would be kept to the minimum reasonably necessary for equestrian operations.

It would not have the appearance or function of a large commercial car park.

8.4

Sufficient manoeuvring space would be retained so that vehicles, including horseboxes and trailers where necessary, can enter and leave the site safely without excessive manoeuvring.

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9. LANDSCAPING

9.1

The proposal provides an opportunity to strengthen the landscape structure of the site.

9.2

Additional native tree and hedgerow planting is proposed particularly along the northern and western parts of the equestrian area.

9.3

This planting would perform several functions:

- screening the stable building;
- filtering views from neighbouring properties;
- integrating the development into the landscape;
- reinforcing existing field boundaries;
- providing additional wildlife habitat;
- improving ecological connectivity; and
- enhancing the rural character of the site.

9.4

Native species appropriate to the local landscape character should be utilised.

The landscaping would mature over time and further reduce the visual prominence of the development.

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10. PLANNING POLICY FRAMEWORK

10.1 Planning and Compulsory Purchase Act 2004

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the development plan unless material considerations indicate otherwise.

10.2

The relevant development plan is principally the Amber Valley Borough Local Plan 2022–2040, adopted on 2 March 2026.

The adopted Local Plan replaced the saved policies of the former 2006 Local Plan.

10.3

The National Planning Policy Framework is also a material consideration.

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11. AMBER VALLEY BOROUGH LOCAL PLAN 2022–2040

The following policies are particularly relevant to the proposed development:

- SS1 – Presumption in Favour of Sustainable Development
- SS3 – Settlement Hierarchy
- SS9 – Countryside
- EN3 – Flood Risk
- EN4 – Heritage Assets
- EN6 – Archaeology
- EN7 – Landscape Character and Features
- EN8 – Biodiversity
- EN9 – Pollution
- EN15 – Quality and Design of Development
- IN1 – Transport
- IN10 – Equestrian Development

The application should be considered against the development plan as a whole, although Policy IN10 is particularly significant because it deals specifically with equestrian development.

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12. POLICY IN10 – EQUESTRIAN DEVELOPMENT

12.1

Policy IN10 provides explicit development-plan support for appropriately designed equestrian development.

The policy establishes that development can be permitted for:

- stables;
- riding centres; and

- other facilities associated with horse riding.

12.2

The policy recognises that horse riding is an activity which, by its nature, generally takes place within the countryside.

It therefore seeks to achieve an appropriate balance between facilitating equestrian activity and protecting the open character of rural areas.

12.3

Policy IN10 requires particular consideration to be given to:

- the form, scale and design of development;
- cumulative development;
- impacts upon the transport network;
- heritage assets and their setting;
- landscape;
- wildlife value;
- the open character of the countryside;
- proportionality between new structures and the total site area;
- relationship to existing buildings and structures;
- residential amenity;
- noise; and
- light pollution.

12.4 Compliance with Policy IN10

The proposal performs strongly against these criteria.

The development is modest relative to a holding of approximately 10.51 acres.

The overwhelming majority of the land would remain undeveloped and continue to have an open, grassed character.

12.5

The stable building is positioned towards the western side of the site rather than centrally within the field.

This concentrates built development closer to the existing developed edge and road corridor.

12.6

The stable building would be of a conventional rural/equestrian design and would be capable of being further assimilated through landscaping.

12.7

The development is specifically positioned to minimise its effect upon the Scheduled Monument and its setting.

12.8

The private nature of the development means that traffic generation would be modest.

There would be no riding school generating regular customer movements.

12.9

No significant noise-generating activity is proposed and unnecessary external lighting can be avoided.

12.10

Accordingly, the development is considered to comply with the specific requirements of Policy IN10.

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13. POLICY SS9 – COUNTRYSIDE

13.1

Policy SS9 seeks to carefully manage development within the countryside whilst recognising the need to accommodate appropriate rural development.

13.2

Development must be of an appropriate scale and character and should not result in significant adverse impacts upon the character or amenity of the locality.

13.3

The proposed development is inherently related to a countryside use.

Horses require land for grazing and turnout and equestrian facilities cannot reasonably perform their intended function in conventional urban locations.

13.4

The development has been deliberately concentrated towards the western part of the site to avoid unnecessary encroachment into the open field.

13.5

The scale of development is proportionate to the land available.

Approximately 10.51 acres of land would remain predominantly open, with only a small proportion occupied by buildings, hardstanding and access infrastructure.

13.6

The proposed landscaping would further integrate the development into the countryside.

13.7

The proposal therefore maintains the overall openness and rural character of the site and accords with the objectives of Policy SS9.

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14. LANDSCAPE AND VISUAL IMPACT

14.1

The proposal has been designed to respect the rural landscape.

The most important consideration is the relationship between the amount of built development and the substantial area of remaining open land.

14.2

The stable building represents a small element within a holding extending to approximately 10.51 acres.

The majority of views would therefore continue to be dominated by open grassland rather than built development.

14.3

The western location reduces the visual fragmentation of the field.

A centrally positioned stable block would have resulted in substantially greater landscape impact and has therefore been avoided.

14.4

The use of recessive materials and additional native planting would assist in integrating the building.

14.5

The proposed stone access track would also have a substantially softer rural appearance than a conventional surfaced roadway.

14.6

The development would therefore retain the fundamental characteristics of the landscape.

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15. HERITAGE ASSETS – POLICY EN4

15.1

Policy EN4 requires development affecting a heritage asset to appropriately understand and respond to its significance, including the contribution made by its setting.

15.2

The presence of the Scheduled Monument has been recognised from the outset.

Rather than seeking to develop close to or across the monument, the proposal adopts an avoidance-led approach.

15.3

The stable block and principal operational areas have been moved towards the western side of the holding.

The Scheduled Monument would consequently remain physically undisturbed by the principal development.

15.4

The wider open character around the historic route would also largely remain.

15.5

The proposal therefore seeks to preserve those elements of the monument's setting that contribute to an understanding of its historic route through the landscape.

15.6

Where additional heritage mitigation or archaeological investigation is considered necessary, this can be secured appropriately following consultation with the relevant heritage bodies.

15.7

The proposal is consequently considered capable of complying with Policy EN4.

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16. ARCHAEOLOGY – POLICY EN6

16.1

Policy EN6 recognises that archaeological heritage assets are irreplaceable and establishes preservation in situ as the preferred approach.

16.2

The proposal follows precisely that principle.

The development has been designed to avoid physical works to the Scheduled Monument.

16.3

This is preferable to proposing development across the monument and subsequently seeking archaeological recording or excavation as mitigation.

Avoidance and preservation in situ have instead informed the design.

16.4

Should the Local Planning Authority's archaeological adviser consider further assessment necessary in relation to archaeological potential outside the scheduled boundary, the applicant would be willing to engage constructively with that process.

16.5

Any proportionate requirement for archaeological investigation or recording could be addressed through an appropriately worded planning condition where this meets the relevant tests.

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17. THE NATIONAL PLANNING POLICY FRAMEWORK – HERITAGE

17.1

The NPPF places great weight upon the conservation of designated heritage assets.

The importance of this requirement is fully recognised.

17.2

The proposal does not seek to justify avoidable harm to the Scheduled Monument.

Instead, the scheme has been designed to avoid harm in the first instance through careful siting.

17.3

The principal stable infrastructure is physically separated from the monument and the majority of the surrounding field remains undeveloped.

17.4

This represents the appropriate application of the mitigation hierarchy:

understand → avoid → minimise → mitigate.

17.5

It is therefore considered that the proposed development can be accommodated without causing unacceptable harm to the significance of the Scheduled Monument.

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18. HIGHWAY SAFETY AND TRAFFIC

18.1

The proposed use is private rather than commercial.

This distinction is important when considering potential traffic effects.

18.2

A commercial riding school could generate regular movements by staff, clients, deliveries and visitors.

That is not proposed.

18.3

Vehicle movements associated with the proposed private equestrian use would principally comprise:

- movements by the owners;
- occasional veterinary visits;
- farrier visits;
- feed and bedding deliveries; and
- occasional horsebox or trailer movements.

18.4

Such movements would be limited in frequency and are characteristic of equestrian and agricultural activity within rural areas.

18.5

The internal layout provides space for vehicles to access and manoeuvre within the site.

This reduces the potential for vehicles to reverse onto the public highway.

18.6

The proposal is therefore not anticipated to result in a significant adverse impact upon the operation or safety of the local highway network.

19. RESIDENTIAL AMENITY

19.1

The proposed stable block has been positioned with consideration for neighbouring residential properties.

19.2

The development is not inherently noisy.

Private stabling generates substantially lower levels of activity than commercial equestrian operations.

19.3

Potential amenity considerations principally comprise:

- noise;
- odour;
- lighting;
- visual impact; and
- vehicle movements.

19.4

These matters have been addressed through:

- appropriate separation;
- concentration of activity within the site;
- landscaping;
- private rather than commercial use;
- limited traffic generation; and
- avoidance of unnecessary external lighting.

19.5

Stable waste and manure would be appropriately managed and stored to avoid nuisance.

19.6

There is therefore no reason why the proposed use should result in an unacceptable impact upon neighbouring living conditions.

20. LIGHTING

20.1

External lighting would be kept to the minimum necessary for safe horse management.

20.2

Where lighting is required, low-level, directional fittings can be utilised and directed downwards to avoid light spill.

20.3

No floodlighting to the proposed outdoor riding arena is proposed.

20.4

The development would therefore retain the predominantly dark rural character of the locality.

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21. ECOLOGY AND BIODIVERSITY

21.1

The development has been designed to retain the majority of the existing grassland and boundary vegetation.

21.2

New native hedgerow and tree planting would provide opportunities for ecological enhancement.

21.3

The proposed development occupies only a limited proportion of the wider holding.

The majority of the land would continue to function as vegetated open land.

21.4

Any ecological assessment required as part of the application should identify existing habitat value and appropriate mitigation and enhancement measures.

21.5

The landscape proposals provide opportunities for:

- native hedgerow creation;
- additional native trees;
- strengthening wildlife corridors;
- bird nesting opportunities;
- bat foraging habitat; and
- improved ecological connectivity.

21.6

Any statutory Biodiversity Net Gain requirements applicable to the development will be addressed through the appropriate biodiversity assessment and metric.

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22. DRAINAGE

22.1

The development would introduce stable-yard surfacing together with the 20m x 40m arena. The arena would use a purpose-designed free-draining equestrian construction rather than a conventional impermeable paved surface.

22.2

The proposed stone access track should remain permeable wherever practicable.

22.3

Surface water from stable roofs can be collected and directed to an appropriate sustainable drainage arrangement, subject to ground conditions. The arena would incorporate appropriate sub-surface drainage so that rainfall is managed within the site and does not adversely affect adjoining land or the Scheduled Monument.

22.4

Rainwater harvesting could also be utilised for appropriate equestrian purposes.

22.5

The proposal is not expected to materially increase flood risk elsewhere.

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23. HORSE WELFARE AND LAND MANAGEMENT

23.1

The proposed development would facilitate appropriate management of horses within a sufficiently sized landholding.

23.2

Purpose-built stable accommodation provides shelter during periods of poor weather, illness, veterinary treatment or where grazing conditions require horses to be temporarily removed from pasture.

23.3

The availability of approximately 10.51 acres provides substantial grazing and turnout opportunities and reduces the likelihood of excessive pressure upon individual paddocks.

23.4

Appropriate paddock management can allow areas of land to be rested and assist in maintaining good grassland condition.

23.5

The development therefore has practical animal welfare and land-management benefits.

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24. MANURE AND WASTE MANAGEMENT

24.1

Manure and used bedding arising from the keeping of horses would be managed responsibly.

24.2

A dedicated manure storage area can be provided in an appropriate location away from neighbouring residential properties and watercourses.

24.3

Waste would be periodically removed from the site or managed in accordance with applicable environmental requirements.

24.4

The relatively small-scale private use would not generate waste at a level comparable with a commercial riding establishment.

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25. DESIGN AND SUSTAINABILITY

25.1

The design philosophy is one of simplicity and rural compatibility.

25.2

Rather than introducing visually prominent or overly engineered development, the proposal would use:

- a conventional stable form;
- recessive external materials;
- permeable stone access;
- limited hardstanding;
- native planting; and
- existing field patterns wherever possible.

25.3

This represents an efficient and proportionate use of land and infrastructure.

25.4

The proposal would therefore satisfy the fundamental principles of good rural design.

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26. ALTERNATIVE SITING

26.1

Consideration has been given to where the stable development should most appropriately be located within the holding.

26.2

Locating the building centrally or towards the eastern side would:

- introduce development deeper into the open countryside;
- increase visual prominence;
- potentially require longer access infrastructure;
- bring development closer to or across the Scheduled Monument;
- increase potential archaeological disturbance; and
- fragment the open field.

26.3

The proposed western location is therefore considered substantially preferable.

26.4

It concentrates development close to the existing western boundary and road corridor while retaining a large undeveloped area between the equestrian infrastructure and the Scheduled Monument.

26.5

The chosen location is consequently considered the least harmful and most logical location within the holding.

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27. PLANNING BALANCE

27.1

The application proposes an inherently rural form of development for which the countryside is an appropriate location.

27.2

The adopted Local Plan specifically provides for equestrian development through Policy IN10.

27.3

The proposal satisfies the principal requirements of that policy because:

- the development is proportionate to the approximately 10.51-acre holding;
- the L-shaped stable building is of an appropriate rural form, scale and material palette; the 20m x 40m arena is a conventional private equestrian facility and no floodlighting is proposed;
- development is concentrated towards the western part of the site;
- the majority of the holding remains open;
- the Scheduled Monument is avoided;
- a substantial separation from the heritage asset is maintained;
- the access avoids crossing the Scheduled Monument;
- traffic generation would be limited;
- the use is private rather than commercial;
- additional native landscaping is proposed;
- ecological enhancement can be achieved;
- residential amenity can be protected;
- noise generation would be limited; and
- unnecessary light pollution would be avoided.

27.4

Of particular importance is the design response to the Scheduled Monument.

The applicant has not sought to maximise development across the site.

Instead, the heritage constraint has positively influenced the scheme.

27.5

The stable building, arena and operational infrastructure have been deliberately directed away from the Scheduled Monument and towards the western side of the land.

27.6

This leaves the historic route and a substantial area around it open and substantially unaffected.

27.7

The proposal would consequently retain the rural character of the wider site whilst enabling an appropriate recreational countryside use.

27.8

There are no identified planning impacts which could not either be avoided through the proposed design or appropriately controlled through planning conditions.

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28. CONCLUSION

28.1

This application seeks permission for an appropriate and sensitively designed equestrian development on land at Fritchley.

28.2

Equestrian activity is inherently associated with the countryside and is expressly recognised within the adopted Amber Valley Borough Local Plan.

28.3

Policy IN10 provides direct support for stables and associated horse-riding facilities where development is appropriately scaled and does not cause significant harm to the countryside, heritage assets, landscape, wildlife, highway network or neighbouring amenity.

28.4

The proposed development satisfies those objectives.

28.5

The L-shaped stable block and 20m x 40m arena represent a proportionate level of equestrian development relative to the wider approximately 10.51-acre holding.

The majority of the site would remain open grassland used for grazing and turnout.

28.6

The stable building, arena and associated infrastructure have been positioned towards the western part of the holding in order to minimise visual intrusion and, importantly, to provide substantial separation from the Scheduled Monument.

28.7

No principal equestrian infrastructure is proposed across the Scheduled Monument and the proposal has adopted preservation and avoidance as the starting point for its heritage strategy.

28.8

The proposed native landscaping would further integrate the development into its surroundings whilst providing ecological enhancement.

28.9

Traffic generation would be limited by the private nature of the use and the development would not give rise to unacceptable noise, lighting or neighbouring amenity impacts.

28.10

The proposal therefore represents an appropriate balance between facilitating a legitimate countryside-based recreational activity and protecting the landscape and historic environment.

28.11

For the reasons set out within this Planning Statement, it is considered that the proposed development accords with the Amber Valley Borough Local Plan 2022–2040, the National Planning Policy Framework and the principles of sustainable development.

Accordingly, it is respectfully requested that Amber Valley Borough Council grants planning permission for the proposed development, subject to any reasonable and necessary planning conditions.

Suggested Planning Conditions

Should the Local Planning Authority consider conditions necessary, the applicant would be willing to accept proportionate conditions relating to:

1. private equestrian use only and no commercial riding school without further permission;
2. external materials;
3. implementation and retention of the landscaping scheme;
4. external lighting;
5. surface-water drainage;
6. manure storage and management;
7. archaeological protection/recording where reasonably required;
8. protection of the Scheduled Monument during construction;
9. retention of the proposed heritage buffer; and
10. implementation of any approved ecological mitigation and biodiversity enhancement measures.