

**Site Address: Manor End House
Manor Road, Adderbury**

14/01454/F

Ward: Adderbury

District Councillor: Councillor Nigel Randall

Case Officer: Aitchison Raffety

Recommendation: Approval

Applicant: Mr P Hujan

Application Description: Change of use of land from agricultural to a mixed use of agriculture and equine, erection of stabling and installation of manege for personal use.

Committee Referral: Major

Committee Date: 19 March 2015

1. Site Description and Proposed Development

- 1.1 The application site is situated to the west of Adderbury, off Manor Road that runs further to the south of the site. The site sits adjacent to existing built development, in the form of Manor End House, which is a recently built, detached dwelling. The site has footpaths running along its southern and eastern boundaries. The site falls in land level from south to north, with a watercourse forming the southern boundary.
- 1.2 The proposal seeks to change the use of the land from agricultural to an equine use, with the construction of a stable block, ancillary hardstanding and a manege. The stable block would be located adjacent to the southern boundary of the site and to the west of Manor End House and have 4 stables, store room, tack room, wash room and office. The manege would be located in the eastern half of the site and would involve some levelling of the land through cut and fill and have post and rail fencing surrounding it. It was originally intended to have floodlights around the manege but these have now been removed from the proposal. The remaining land would be sub-divided into 4 paddocks using post and rail fencing. All aspects of the proposed development would be for personal use relating to the applicant's son.
- 1.3 The site is situated beyond the existing built-up limits of the village.

2. Application Publicity

- 2.1 The application has been advertised by way of neighbour letter, site notice and press notice. The final date for comment was the 10 February 2015.

Ten letters of objection have been received. The following matters were raised as summarised below:-

- Querying the use of the site for personal use
- Restricted access to the site
- Impact of floodlighting
- Unacceptable run-off water into Bloxham Brook

- Frequency of waste removal
- Impact on Adderbury Conservation Area
- Potential for future commercial use
- Impact on the character and appearance of the area
- Impact on neighbouring amenity

3. Consultations

3.1 **Adderbury Parish Council:** objects to the application on the following grounds:

- i) Over development of the site/agricultural field
- ii) The floodlights will be a nuisance to neighbours in themselves but also will extend the hours that the manege is used, adding possible disturbance
- iii) There will be traffic problems as this is a very narrow road and easily blocked. The establishment of an equine business at the end of such a road will cause problems for neighbours in accessing their own properties

3.2 **Adderbury Conservation Action Group:** object to the application on the following grounds:

- The description of this development as being for personal use conflicts with the intentions described by the proposed user in his website
- Access to and from the proposed site is extremely restricted and unsuitable to carry the amount of traffic and the size of vehicles likely to be employed
- The proposed installation of floodlighting will be injurious to neighbouring properties and the conservation area
- The construction of a manege will create unacceptable level of run off water into Bloxham Brook close by that has a history of flooding
- The existing roadway runs very close to the entrance of at least one house and additional large vehicular traffic would constitute a danger to the occupants, particularly small children
- Whilst it is intended that waste will be removed there is no indication as to how often this will be carried out and what storage facilities will be provided in between collections

Cherwell District Council Consultees

3.3 **Conservation Officer:** The proposed development lies outside Adderbury Conservation Area. It is a change of use from agricultural to equine and agricultural including the erection of a stable. The development is not considered to cause any harm to the setting of Adderbury Conservation Area.

3.4 **Landscape Officer:** On the original submission:

This application for a change of use, stabling and manege is located on the periphery of Adderbury and extends into open countryside. The site slopes down northwards to a tributary of Sor Brook, falling approximately 7 metres. The site is outside but close to the Conservation Area.

I walked the local footpaths to assess the impact of the development from publicly accessible viewpoints.

From 101/2 the development would be clearly visible due to a thin gappy hedgerow.

From 101/23 the development would be clearly visible, a footpath diversion would make little perceptible difference.

From 136/14 from the brook to path 136/16 the development would be clearly visible

From 136/16 the development would be visible only in glimpses due to a thick boundary hedge.

There is considerable local visibility of the site from local paths. The construction of stables, a manege with its associated cut and fill and fencing will create considerable changes to the application site which is quite prominent from a number of adjoining paths.

Placing the stables in the proposed location extends the visible boundary of Adderbury into open countryside. The hardstanding will be clearly visible as will whatever is parked on it. In reality there is likely to be car parking too.

Provision of floodlights will cause considerable nuisance to local residents through light pollution along with disturbance to wildlife. Manor Lane has few streetlights. I counted 2 along its length.

The proposals as they stand do not contain sufficient information for a full consideration to be made. Additional information should be supplied as follows:

- The land where the manege is proposed slopes 2m over its 40m width, yet there is no cut and fill and associated grading shown. In reality I doubt if it can be located where it is shown as it is too close to the boundary. A finished floor level is needed and contours shown. Also sections through the manege
- There is a circular hardstanding shown with no means of access. What is the purpose of this hardstanding.
- There is no hard access shown to the stable block
- The stables are too close to the hedgerow. There is no room for screen planting.
- There is no site access shown.
- Where will horse transporters/boxes park.
- No details of the floodlights
- Drawing 14-006-02 has no key, existing and proposed features are not clearly shown
- There is no landscaping proposed

I have concerns about the scale and urbanising effect of the application. The applicants should consider moving the stables closer to the house to reduce visual extension of the built up area into open countryside and reducing the scale of the development. They also need to show how the development will be accessed and used.

Following the provision of revised plans, as follows:

We will need to see a detailed landscape plan to include additional hedge planting behind the stables. Otherwise it is acceptable now.

- 3.5 **Councillor Nigel Randall:** I note that your planning application notification to me (dated 17 December 2014) indicates that the decision on the subject planning application will be made at committee level: I would have “Called In” this application had you recommended a delegated decision in this case.

As a member of the Planning Committee I am not able to pass comment without being considered prejudiced. However, in your preparation of the committee papers I would be grateful if you could ensure that issues of access, scale and periodicity of traffic movements, lighting and the definitions of ‘personal use’ and ‘security’ are adequately considered in reaching your recommendation. Although this is a Full Application, there is little detail included in the publicly available planning material and I am sure you will therefore wish to satisfy yourself that the following points are covered:

- **Access.** The applicant has not submitted a traffic plan, so there is no indication of how the site will be accessed. The submitted plan does not show any access from the driveway or forecourt of Manor End House itself, which leaves the field entrance off the shared private road to Manor Fields Farm and Manor Barns. Does this private entrance onto Manor Road have sufficient turning opportunity for large vehicles between Flowerpot Cottage, The White House and Lockes Cottage whilst, at the same time, not restricting the free flow of public traffic along Manor Road? In addition, large agricultural and equine vehicles would be travelling across a pasture field to and from the site and would inevitably leave mud and farm detritus on the public road surface, especially during wet weather – can adequate conditions be set to limit this public nuisance?
- **Scale and periodicity of traffic movements.** The applicant will not be able to look after 6 horses throughout the whole year without external assistance: there will be additional traffic movements for office and livery assistants, bedding delivery and removal, feed delivery and other farming service vehicles – is there sufficient parking provision for additional vehicles? The applicant’s son will be moving his 6 horses regularly during his competitive eventing career (therefore more than the occasional single/double horsebox movement): it would be helpful to local residents if some detail of the scale and periodicity of these easily predictable movements could be indicated.
- **Floodlighting:** Plans show 8 floodlights around the manege: what is the scale and intended use of this exterior lighting and any other exterior lighting around the office/stable block, and what ameliorative conditions can be set to meet visual amenity concerns raised by local residents?
- **Definition of Personal Use.** The application outlines the provision of facilities covering the full range of equine disciplines from dressage to show jumping, and the applicant’s son describes on his website his goal of eventually running a yard and a business. What is the definition of ‘for personal use only’? Does this cover other family and friends, for example? Would it be fair and reasonable to set a suitable condition to restrict the proposed facilities being used by only one person? If not, how can this be any other than a precursor to running an equine business here in the future?

- Definition of Security. The applicant seeks to 'provide necessary security for the horses, associated tack, fodder and equipment'. Plans show 2.0m high timber fences and 1.2m to 1.4m high electric fences: are there any other planned security measures that may be obtrusive to the visual amenity and passage of footpath users and local residents?

Oxfordshire County Council Consultees

3.6 Highways Liaison Officer:

Recommendation:

No objection subject to conditions

Key issues:

- Parking
- Turning
- Construction Traffic
- Impact of proposal upon existing footpath

Legal Agreement required to secure:

No Comment

Conditions:

D4 Access: Full Details

Prior to the commencement of the development hereby approved, full details of the means of access between the land and the highway, including, position, layout, construction, drainage and vision splays shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the means of access shall be constructed and retained in accordance with the approved details.

Reason DR1

D5 Vision Splay Details

Prior to the commencement of the development hereby approved, full details of the access vision splays, including layout and construction shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, and prior to the first occupation of the development the vision splays shall be constructed in accordance with the approved details and the land and vegetation within the vision splays shall not be raised or allowed to grow above a maximum height of 0.6m above carriageway level.

Reason DR1

D14 Turning Area and Car Parking

Prior to the commencement of the development hereby approved, full specification details (including construction, layout, surfacing and drainage) of the turning area and parking spaces within the curtilage of the site, arranged so that motor vehicles may enter, turn round and leave in a forward direction and vehicles may park off the highway, shall be submitted to and approved in

writing by the Local Planning Authority prior to the commencement of development. Thereafter, and prior to the first occupation of the development, the turning area and car parking spaces shall be constructed in accordance with the approved details and shall be retained for the parking and manoeuvring of vehicles at all times thereafter.

Reason DR3

D15 Parking and Manoeuvring Areas Retained

Prior to the commencement of the development hereby approved, full specification details (including construction, layout, surfacing and drainage) of the parking and manoeuvring areas shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, and prior to the first occupation of the development, the parking and manoeuvring areas shall be provided on the site in accordance with the approved details and shall be retained unobstructed except for the parking and manoeuvring of vehicles at all times thereafter.

Reason DR1

D27 Provision of New Permanent Public Footpaths

Prior to the first use of any new public footpath, the new footpath shall be formed, constructed, surfaced, laid and marked out, drained and completed in accordance with specification details which shall be firstly submitted to and approved in writing by the Local Planning Authority.

Reason DR10

Temporary obstructions No materials, plant, temporary structures or excavations of any kind should be deposited / undertaken on or adjacent to the Public Right of Way that may obstruct or dissuade the public from using the public right of way whilst development takes place.

Reason: To ensure the public right of way remains available and convenient for public use.

Route alterations No changes to the public right of way direction, width, surface, signing or structures shall be made without prior permission approved by the Countryside Access Team or necessary legal process.

Reason: To ensure the public right of way remains available and convenient for public use.

Vehicle access (construction) No construction / demolition vehicle access may be taken along or across a public right of way without prior permission and appropriate safety/mitigation measures approved by the Countryside Access Team. Any damage to the surface of the public right of way caused by such use will be the responsibility of the applicants or their contractors to put right / make good to a standard required by the Countryside Access Team.

Reason: To ensure the public right of way remains available and convenient for public use.

Construction Traffic – Prior to commencement of development, a Construction Traffic Management Plan must be submitted for consideration and approval.

Reason: To mitigate the impact of the development during the construction phase in the interests of highway safety

Detailed Comments:

The proposal seeks the change of use of land from agricultural to a mixed use of agriculture and equine, erection of a stabling and installation of manege which is to be for personal use.

Given the characteristics of the site, vehicular traffic and speeds are likely to be low.

The proposal is unlikely to result in any significant intensification of transport activity at the site. No change is proposed to the existing access arrangements. The proposal is unlikely to have a significant adverse impact on the highway network.

Given the proposal will affect a footpath our Rights of Way Team have made comments in relation to the application.

Adderbury Public Footpath 23 runs along the access track in front of the house and then turns to run cross the field in a generally northerly direction. A permissive path runs along the edge of the site. The permissive route is well used by walkers and is also the route used by those following the Adderbury Circular Walk.

In paragraph 3.5 of the Planning Statement the applicant refers to a site meeting with OCC footpath officers. I can confirm we are supportive of the proposed diversion (of part of footpath 23) on the basis that the permissive route created by the applicant would become the new right of way should the planning authority deem that the grounds for the application under s257 of the Town and Country Planning Act 1990 (the Act) satisfy the provisions of the Act.

If footpath 23 is not successfully diverted then the position of the ménage would need to be altered so that it does not interfere with the line of the footpath as it would not be acceptable for a ménage to be built across the footpath.

Construction Traffic Management Plan

A construction traffic management plan (CTMP) will be required to mitigate the impact of construction vehicles on the surrounding highway network, road infrastructure and local residents, particularly at morning and afternoon peak traffic times.

4. Relevant National and Local Policy and Guidance

4.1 Development Plan Policy

Adopted Cherwell Local Plan (Saved Policies)

AG5	Development involving horses
C7	Landscape conservation
C13	Area of High Landscape Value
C28	Layout, design and external appearance of new development

4.2 Other Material Policy and Guidance

National Planning Policy Framework

Planning Practice Guidance

Non-Statutory Cherwell Local Plan 2011

Whilst some policies within the plan may remain to be material considerations, other strategic policies have in effect been superseded by those in the Submission Local Plan (October 2014). The main relevant policies to consider are as follows:-

Policy R4	Rights of Way and access to the countryside
Policy EN34	Conserve and enhance the character and appearance of the landscape

Submission Local Plan 2006 – 2031

The Plan was submitted to the Secretary of State on 31 January 2014 for Examination. There are outstanding objections to some policies which have yet to be resolved.

The Examination commenced on 3 June 2014. On 4 June 2014 the Inspector temporarily suspended the examination to enable the Council to prepare modifications to the plan to accommodate additional homes across the district. The Examination reconvened on 9 December 2014.

The main policies relevant to this proposal are:-

BSC 10 Open Space, Outdoor Sport and Recreation Provision
 ESD 11 Conservation Target Areas
 ESD 13 Local Landscape Protection and Enhancement

5. Appraisal

5.1 The key issues for consideration in this application are:-

- Principle of Development
- Landscape Impact
- Access
- Impact on Neighbouring Amenity
- Flooding

Planning Policy and Principle of Development

- 5.2 The Development Plan for Cherwell District comprises the saved policies in the Adopted Cherwell Local Plan 1996. Section 70(2) of the Town and Country Planning Act 1990 provides that in dealing with applications for planning permission the Local Planning Authority shall have regard to the provisions of the development plan, so far as is material to the application, and to any other material considerations. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that if regard is to be had to the development plan for the purposes of any determination to be made under the Planning Acts, the determination must be made in accordance with the development plan unless material considerations indicate otherwise.
- 5.3 The site lies in open countryside for the purposes of the Local Plan, where there is a general presumption against development. However, Policy AG5 relates specifically to horse related development and states that such developments will normally be allowed subject to addressing matters of impact on the character and appearance of the area, impact on neighbouring amenity and conflicts with any other policies within the Plan.
- 5.4 On this basis, the principle of the development proposed is supported by policy AG5 of the Local Plan and an assessment of any site specific restraints should be carried out.
- 5.5 It is also important to clarify the nature of the use as representations to the application have raised queries as to how the proposed development would be used, with the application stating "for personal use", whilst some neighbours have raised concerns that it may be used as part of business.
- 5.6 The agent has provided some clarification on this matter by stating that the land and stables would be used by the applicant's son and that there is no intention to run an equine business from the site. The application has to be considered based on the facts available and in this regard it is to be considered based on a personal use. Any increase in activity at the site above a personal use would require planning permission and determined on its own merits should that situation occur. For the avoidance of doubt a condition can be placed upon any permission to ensure that the development is used solely in relation to the occupants of Manor End House.

Landscape Impact

- 5.7 As well as the change of use of the land, the application involves built development in the form of a new stable block, a manege and ancillary hardstanding and fencing. Clearly, with no buildings on the site at present, there is the potential for any new buildings and structures to have an impact on the character and setting of the site and its surroundings.
- 5.8 Paragraph 113 of the NPPF states that Local Planning Authorities should set criteria based policies against which proposals for any development on or affecting protected wildlife or geodiversity sites or landscape areas will be judged. Distinctions should be made between the hierarchy of internal, national and locally designated sites, so that protection is commensurate with their

status and gives appropriate weight to their importance and the contribution they make to wider ecological works.

- 5.9 The application has been assessed by the Council's Landscape Officer who has requested various amendments to the scheme, including additional details on levels, moving the stables away from the boundary edge and additional planting. All details requested have been provided by the agent and the Landscape Officer now finds the scheme to be acceptable, subject to the imposition of a condition requesting a detailed Landscape Plan, including additional hedge planting behind the stables.
- 5.10 On the basis of the comments now received by the Landscape Officer, it is considered that the proposed development can be adequately assimilated into the wider landscape without causing undue harm.

Access

- 5.11 The application has been subject to several representations raising concerns over the narrowness of Manor Road and the potential for larger vehicles to have to access the site and the risks that may occur as a result of this. Some of these concerns have been heightened by the potential for the site to be used for an equestrian business that may further increase vehicle movements along the road. However, as discussed previously, the application states it will be used solely by a relative of the applicant and the application should be assessed on that basis.
- 5.12 Oxfordshire County Council Highways have assessed the proposal based on a personal use and found that on that basis the proposal would be unlikely to result in any significant intensification of transport activity and given the characteristics of the site, vehicular traffic and speeds are likely to be low.
- 5.13 Therefore, there is no basis to object to the development on highway grounds.

Impact on Neighbouring Amenity

- 5.14 In terms of impact on neighbouring amenity, the proposed development could have an impact by virtue of vehicle movements along the relatively quiet Manor Road and odours. Significant concerns were raised by neighbours regarding floodlights around the manege that were originally proposed. However, these have now been omitted from the application and should the applicant wish to pursue these further then they would have to be subject to a new planning application.
- 5.15 As previously discussed, given the nature of the proposed use, there is unlikely to be a significant increase in transport activity along the road and so the wider impact on neighbouring amenity would be minimal. Indeed, the land is currently in agricultural use and so it could be possible to further intensify farming activities on the land, which in itself would result in the frequency in which the road is used by larger vehicles.
- 5.16 Whilst the proposed development may produce odours relating to the equine use, the site is currently in agricultural use where such odours are commonplace. Should the proposed development be granted, a condition can

be imposed requesting details of the storage and management of manure and waste on the site, which any current agricultural use would not have to adhere to.

Flooding

- 5.17 Part of the site lies within Flood Zone 2. The application has been supported by a Flood Risk Assessment that outlines that the development can take place without having undue harm to flooding in the surrounding area. On this basis, no objections are raised on the grounds of flooding. Comments have been received concerning surface water runoff and discharge into Bloxham Brook. There will be an increase in impermeable surfaces through the development although the plans indicate the parking and turning are to be porous and the menage similarly frees draining. The Flood Risk Assessment does suggest the use of attenuation or reduction in impermeable surfaces in order to reduce runoff. As indicated the current design shows this to have already been considered and additional measures such as rain water harvesting from the roof of the stables would assist further. The need to follow the recommendations of the FRA is required by condition and consequently it is considered that surface water run off can be satisfactorily addressed as proposed.

Engagement

- 5.18 With regard to the duty set out in paragraphs 186 and 187 of the Framework, concerns raised during the application process have been put to the agent and addressed accordingly. It is considered that the duty to be positive and proactive has been discharged through the efficient and timely determination of the application.

Conclusion

- 5.19 The development proposes an equestrian use on land currently used for agricultural purposes, which entails the erection of a new stable block, manege, fencing and ancillary hardstanding. Policy AG5 of the Local Plan provides an allowance for equestrian uses in the countryside, subject to no adverse impact on the character and appearance of the countryside and no impact on neighbouring amenity. It is considered that the development has been amended sufficiently to address earlier concerns and the planning permission should be granted for the development proposed.

6. Recommendation

Approval, subject to:

(a) The following conditions:-

1. The development to which this permission relates shall be begun not later than the expiration of three years beginning with the date of this permission.

Reason: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. Except where otherwise stipulated by condition, the application shall be carried out strictly in accordance with the following plans and documents: Application forms, Flood Risk Assessment Report (dated December 2014), 14-006-02 Rev E, 14-006-03 Rev A.

Reason: For the avoidance of doubt, to ensure that the development is carried out only as approved by the Local Planning Authority and to comply with Government guidance contained within the National Planning Policy Framework.

3. Prior to the commencement of the development hereby approved, a landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme for landscaping the site shall include:-

(a) details of the proposed tree and shrub planting including their species, number, sizes and positions, together with grass seeded/turfed areas,

(b) details of the existing trees and hedgerows to be retained as well as those to be felled, including existing and proposed soil levels at the base of each tree/hedgerow and the minimum distance between the base of the tree and the nearest edge of any excavation,

(c) details of the hard surfaced areas, including pavements, pedestrian areas, reduced-dig areas, crossing points and steps

Reason – In the interests of the visual amenities of the area, to ensure the creation of a pleasant environment for the development and to comply with Policy C28 of the adopted Cherwell Local Plan and Government guidance contained within the National Planning Policy Framework.

4. Prior to the commencement of the development hereby approved, full details of the means of access between the land and the highway, including, position, layout, construction, drainage and vision splays shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the means of access shall be constructed and retained in accordance with the approved details.

Reason - In the interests of highway safety and to comply with Government guidance contained within the National Planning Policy Framework.

5. Prior to the commencement of the development hereby approved, full details of the access vision splays, including layout and construction shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, and prior to the first occupation of the development the vision splays shall be constructed in accordance with the approved details and the land and vegetation within the vision splays shall not be raised or allowed to grow above a maximum height of 0.6m above carriageway level.

Reason - In the interests of highway safety and to comply with Government guidance contained within the National Planning Policy Framework.

6. Prior to the commencement of the development hereby approved, full

specification details (including construction, layout, surfacing and drainage) of the turning area and parking spaces within the curtilage of the site, arranged so that motor vehicles may enter, turn round and leave in a forward direction and vehicles may park off the highway, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. Thereafter, and prior to the first occupation of the development, the turning area and car parking spaces shall be constructed in accordance with the approved details and shall be retained for the parking and manoeuvring of vehicles at all times thereafter.

Reason - In the interests of highway safety, to ensure the provision of off-street car parking and to comply with Government guidance contained within the National Planning Policy Framework.

7. Prior to the commencement of the development hereby approved, full specification details (including construction, layout, surfacing and drainage) of the parking and manoeuvring areas shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, and prior to the first occupation of the development, the parking and manoeuvring areas shall be provided on the site in accordance with the approved details and shall be retained unobstructed except for the parking and manoeuvring of vehicles at all times thereafter.

Reason - In the interests of highway safety and to comply with Government guidance contained within the National Planning Policy Framework.

8. Prior to the first use of any new public footpath, the new footpath shall be formed, constructed, surfaced, laid and marked out, drained and completed in accordance with specification details which shall be firstly submitted to and approved in writing by the Local Planning Authority.

Reason - In the interests of highway safety and public amenity and to comply with Government guidance contained within the National Planning Policy Framework.

9. No materials, plant, temporary structures or excavations of any kind should be deposited/undertaken on or adjacent to the Public Right of Way that may obstruct or dissuade the public from using the public right of way whilst development takes place.

Reason: To ensure the public right of way remains available and convenient for public use.

10. No changes to the public right of way direction, width, surface, signing or structures shall be made without prior permission approved by the Countryside Access Team or necessary legal process.

Reason: To ensure the public right of way remains available and convenient for public use.

11. No construction/demolition vehicle access may be taken along or across a public right of way without prior permission and appropriate safety/mitigation measures approved by the Countryside Access Team. Any damage to the surface of the public right of way caused by such use will be the responsibility of the

applicants or their contractors to put right/make good to a standard required by the Countryside Access Team.

Reason: To ensure the public right of way remains available and convenient for public use.

12. Prior to commencement of development, a Construction Traffic Management Plan must be submitted for consideration and approval.

Reason: To mitigate the impact of the development during the construction phase in the interests of highway safety

13. Prior to the commencement of the development hereby approved, full details of the location, method of storage and disposal of all manure and waste from the site shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall be carried out and maintained in accordance with the approved details.

Reason: To ensure that proper arrangements are made for the disposal of manure/slurry/waste, to ensure the creation of an environment free from intrusive levels of odour/flies/vermin/smoke/litter and to prevent the pollution of adjacent ditches and watercourses, in accordance with Policies AG5 and ENV1 of the Cherwell Local Plan and Government guidance contained within the National Planning Policy Framework.

14. The stables and land hereby permitted shall be used for private use only relating to the occupants of Manor End House and no commercial use including riding lessons, tuition, livery or competitions shall take place at any time.

Reason - In order to maintain the character of the area and safeguard the amenities of the occupants of the adjoining premises in accordance with Policy C28 of the adopted Cherwell Local Plan and Government guidance contained within the National Planning Policy Framework.

15. No external lights/floodlights shall be erected on the land without the prior express consent of the Local Planning Authority.

Reason - To enable the Local Planning Authority to retain planning control over the development of this site in order to safeguard the amenities of the occupants of the adjoining dwellings in accordance with Policies C28 and C30 of the adopted Cherwell Local Plan and Government guidance contained within the National Planning Policy Framework.

Statement of Engagement

In accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No 2) Order 2012 and paragraphs 186 and 187 of the National Planning Policy Framework (March 2012), this decision has been taken by the Council having worked with the applicant/agent in a positive and proactive way as set out in the application report.