

Planning Statement

Planning Application

Change of use of stables to car sales and servicing,
alterations to access, and modifications to barn

Friends Green Porsche, Paddock View Barn, Friends
Green, Damask Green Road, Weston, SG4 7BU

DLA Ref: 25/113

March 2025

CONTENTS

1.0 INTRODUCTION 1

2.0 SITE & CONTEXT ANALYSIS..... 2

3.0 RELEVANT PLANNING HISTORY 4

4.0 POLICY CONTEXT 4

5.0 DESCRIPTION OF DEVELOPMENT..... 8

6.0 PLANNING CONSIDERATIONS..... 10

7.0 CONCLUSIONS 15

1.0 INTRODUCTION

1.1.0 Background

- 1.1.1 This report relates to a planning application for the permanent change of use of existing stables to car sales and servicing (following the 2-year temporary consent given under 23/01259/FP) including alterations to fenestration and access at Friends Green Porsche, Friends Green Farm, Weston.

1.2.0 Scope

- 1.2.1 This document comprises an overarching Planning Report. Sections 2 to 4 consider the physical, economic, social and historical context of the site, identifying the relevant local, regional and national planning policy framework; and Section 5 sets out the details of the proposal. All these sections inform the evaluation of the proposal in Section 6 against the identified planning policy framework. The overall conclusions are set out in Section 7 and which are summarised below at paragraph 1.3.0.

1.3.0 Summary

- 1.3.1 The re-use of the existing buildings are considered not inappropriate within the Green Belt by virtue of Paragraph 154(h)(iv) of the NPPF. Even if the Council considered otherwise there are VSCs that would overcome any harm against inappropriate development. These VSCs are that the proposals would help support rural business and employment through allowing the continuation of a profitable business on the site. The other factor is the proposals of use would benefit the openness of the Green Belt when compared to the lawful fallback position through a significant reduction in activity and movement on the site, as small improvements to physical openness through the removal of equestrian paraphernalia that could potentially dominate the appearance of the site. The VSCs therefore overcome the harm of inappropriate development, which means the development is acceptable in principle. This was also previously considered the case under reference 23/01259/FP, in allowing the temporary consent.
- 1.3.2 The change of use would not cause harm to the setting of the Listed Buildings to the north. It would retain a design that has previously been considered acceptable by the Council and has also allowed for a better standard of materials to be used in the construction.
- 1.3.3 The change of use would not result in any alterations to parking arrangements as approved under 17/04137/S73 or 23/01259/FP. The proposals would also result in a sizeable reduction of the potential traffic movements and parking requirements of the lawful fall-back position of the equestrian use. The proposals would result in changes to the access, providing an in-and-out one-way system to improve highway safety.

2.0 SITE & CONTEXT ANALYSIS

2.1.0 Location

- 2.1.1 The site, shown in Figure 1 below, is located to the south of the village of Weston, on the east side of Damask Green Road.



Figure 1 - Site location

2.2.0 Application Site

- 2.2.1 The application site consists of two single storey buildings, one u-shaped ('The Stable Block') and one rectangular style building ('The Barn'). These two buildings were approved under references 15/02582/1 and 17/04137/S73, and have a point of access onto Damask Green Road as well as areas for parking. The site has temporary consent under reference 23/01259/FP for the change of use of existing stables to car sales and servicing. This application seeks a permanent consent, given there is now under 12-months for the temporary consent to run, allowing this application sufficient time to go through the Planning process.

2.2.0 Friends Green Porsche

- 2.2.2 The wider Friends Green Farm site to the north has had various elements of motor trade related business operating there since circa 2002. Friends Green Porsche had operated from 2015, however in 2020, using the buildings approved under 15/02582/1 and 17/04137/S73, the business was collated onto the application site. Friends Green Porsche is a high-end car servicing and sales company, that specialises only in Porsches, specially the niche market of the 996 and 997 generation of Porsche 911 cars. The site currently operates as 50/50 split of car sales and servicing. For the sales, it would be by appointment only, and for the servicing it would often be more of projects and refreshes, meaning that cars are left at the site for an average of 2 weeks at a time.

2.4.0 **Context**

2.4.1 The site is located within a rural area with no set predominant character. Immediately to the north of the site is Friends Green Farmhouse, a grade II listed building, and two grade II listed barns forming part of the former farmyard complex. This is owned and lived in by the applicant. To the south of the site is Anchor House, whilst to the east and west of the site are open fields.

2.5.0 **Planning Constraints**

2.5.1 The only Planning designation upon the site is that it is located within the Metropolitan Green Belt. The application site is adjacent to Friends Green Farm, which contains 3 Grade II Listed Buildings.

3.0 RELEVANT PLANNING HISTORY

3.1.0 Application Site

3.1.1 The relevant history of the application site is summarised in Figure 3.1.0 below.

LPA Ref	Proposal	Outcome
85/00223/1	Outline application (all matters reserved) for erection of one detached agricultural dwelling with garage	Refused
03/00327/1	Erection of 12 stables in accordance with applicant's letter of 17/03/2003 and amended plans received on 20/03/2003 –	Approved
15/02582/1	Erection of stable block for 12 stables; garage workshop and feed store/tack rooms following demolition of existing stables	Approved
17/02431/1DOC	Discharge of Condition 3 (Sample Materials) as attached to Planning Application 15/02582/1 granted on 28/04/2016.	Approved
17/02479/1DOC	Discharge of Condition 4 (Landscaping Details) as attached to Planning Application 15/02582/1 granted on 28/04/2016	Approved
17/04137/S73	Section 73 application: Erection of stable block for 12 stables; garage workshop and feed store/tack rooms following demolition of existing stables (Removal Condition 6 of Planning application 15/02582/1 granted 28/04/2016) –	Refused & Appeal allowed
18/02911/S73	Increase in height of garage/workshop/feed store building to provide tack room at first floor level (as variation of Condition 2 of application number 17/04137/S73 granted on appeal reference APP/X/1925/W/18/3198084 dated 28/09/2018) –	Refused & appeal dismissed
20/01832/FP	Change of building usage from livery yard to car showroom and single storey 3 bedroom dwelling.	Refused
23/01259/FP	Use of buildings as (Sui Generis) car sales and (Use Class B2 general industrial) car servicing (as amended by details submitted 16th January 2024).	Approved
24/01476/FP	Alterations to existing fenestration on elevations 1, 5 and 6 as marked on submitted drawing FGP1-4	Withdrawn
24/01434/S73	Removal of condition 2 of planning permission 23/01259/FP granted 25.03.2024 for Use of buildings as (Sui Generis) car sales and (Use Class B2 general industrial) car servicing (as amended by details submitted 18th September 2024 and 26th November 2024).	Refused

3.1.2 23/01259/FP

At the application site last year and application was approved for a temporary 2-year consent for the change of use of the site for Sui Generis (car sales and servicing). In approving this application, the Officers Report made the following points:

- *“it is considered that the two buildings approved under applications referenced 15/02582/1 and subsequently 17/04137/S73 have been erected on site and are currently immune from enforcement action due to the passage of time.”*
- *“In terms of spatial openness, the buildings have been erected on site and are immune from enforcement action currently through the passage of time. The proposed use of the buildings for car sales/servicing does not have any material impact on spatial openness”*
- *“it is considered that the use of the site for the sale and servicing of a niche market of cars, could be less intensive in terms of trip generation and have less associated paraphernalia than the lawful equestrian/livery use, which would in turn have a lesser impact on visual openness.”*
- *“it would be reasonable to conclude that the use of the site for car sales/servicing specialising in a niche market of Porsches would generate less trips, movement, and activity within more reasonable hours of operation, compared to the lawful fallback position of the equestrian/livery use. In this respect, the use of the site for the niche sale/serving of Porsches would have a reduced impact on visual openness which can be considered a benefit to the Green Belt generally.”*
- *“the proposed use of the site would not result in any harm to the setting or significance of the three Grade II listed buildings.”*
- *“it is considered that the relevant material considerations put forward to support this development constitute Very Special Circumstances that clearly outweigh the harm to the Green Belt by reason of inappropriateness and any other harm. The application is therefore recommended for approval.”*

3.2.0 **Case Law – The Fall Back Position**

3.2.1 Further to the above, as demonstrated in the Appendices of the Planning Statement that accompanied the application, it is well established in case law that the ‘fall back’ position is capable of being a material planning consideration as detailed below:

- **Silver v Secretary of State for Communities and Local Government [2014]** Justice Supperstone stated that the decision maker must have regard to any fall back position (paragraph 29), making reference to *Coln Park LLP v Secretary of State for Communities and Local Government [2011]*, wherein Collins J set out the test to be applied when considering a fall-back argument:

“It is ... whether there is a reasonable possibility that if planning permission were to be refused, use of land, or a development which has been permitted, would take place, and such use or development would be less desirable than that for which planning permission is sought.”

- **Zurich Assurance Limited V North Lincolnshire District Council [2012]** In the case of Zurich Assurance Limited V North Lincolnshire District Council [2012] Justice Hickinbottom concluded thus:

“The prospect of the fallback position does not have to be probable or even have a high chance of occurring; it has to be only more than a theoretical prospect. Where the possibility of the fallback position happening is ‘very slight indeed’, or merely ‘an outside chance’, that is sufficient to make the position a material consideration.”

4.0 POLICY CONTEXT

4.1.0 National Policy / Guidance

4.1.1 The National Planning Policy Framework (NPPF) 2024, sets out the Government's planning policies for England. It is considered that sections 2 (Achieving sustainable development), 6 (Building a strong, competitive economy), 11 (Making effective use of land), 12 (Achieving well-designed places), 13 (Protecting Green Belt land), and 16 (Conserving and enhancing the historic environment) are considered directly relevant.

4.2.0 North Hertfordshire Local Plan 2011-2031

4.2.1 The North Hertfordshire Local Plan 2011-2031 was adopted on Tuesday 8 November 2022 and replaces the saved policies of the District Plan Second Review with Alterations.

Policy No.	Title
SP3	Employment
SP5	Countryside and Green Belt
SP9	Design and Sustainability
SP13	Historic Environment
ETC2	Employment development outside Employment Areas and Employment Allocations BA10 and RY9
T1	Assessment of transport matters
T2	Parking
D1	Sustainable design

4.2.2 Within the newly adopted Local Plan, the site at land North-east of Great Ashby (reference GA2) was allocated for 600 homes as well 500m² of neighbourhood level facilities. The boundary of this site allocated is circa 250m away from the application site. This therefore means that once this scheme is developed, it would result in the site only being 250m from the edge of the large settlement.

5.0 DESCRIPTION OF DEVELOPMENT

5.1.0 Use

- 5.1.1 The proposals would seek to change the use of the site from its lawful equestrian use as approved under 17/04137/S73 to Sui Generis Use for car sales and B2 Use for car servicing. This use was granted a temporary 2-year consent under reference 23/01259/FP, however as this is now got less than 12 months to go, the applicant is seeking its permanent change.

5.2.0 Layout

- 5.2.1 The site layout, shown in Figure 2 below, is the same as approved under reference 23/01259/FP. There would be access to and from Damask Green Road to the east, with an internal driveway and parking area to the north, as well as retaining the two buildings.

Figure 2 - Site layout



5.3.0 Appearance & Scale

- 5.3.1 The buildings on site would retain the design and appearance as approved under 23/01259/FP, however there would be minor changes to Building 1 which would include the erection of internal walls, as a well as new windows and bi-fold doors, to allow this building to be enclosed rather than open facing the internal courtyard. The proposed elevations of this building is shown in Figure 3 below.

5.4.0 Landscaping

- 5.4.1 The proposals would not result in the loss of any significant landscaping features on the site. Further planting has been done along the boundaries of the site, particularly along Damask Green Road, in order to screen the site. Any further landscaping could be secured through an appropriately worded condition.

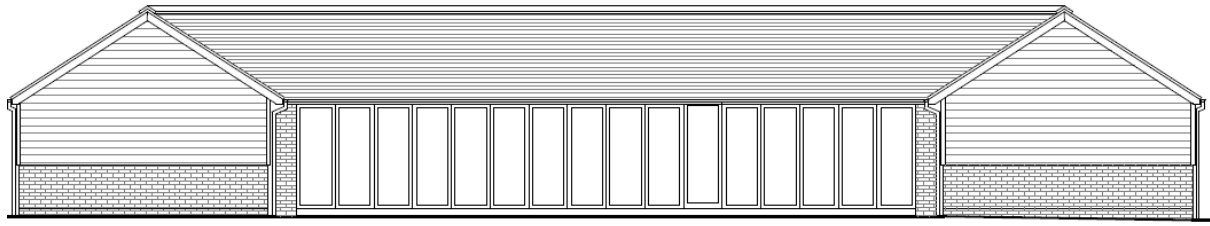
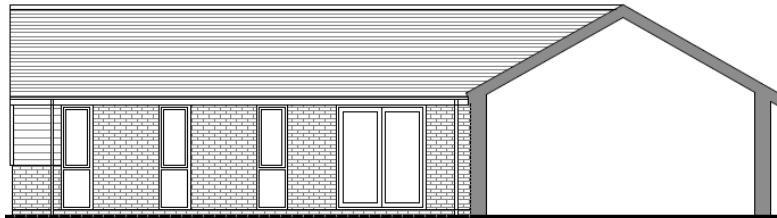


Figure 3 – Front and side elevation of Building 1



5.5.0 **Access & Parking**

- 5.5.1 The application would not result in any changes to the parking from the previous scheme under 23/01259/FP, however does seek alterations to the access. The changes to the access include a new one-way access road wherein all vehicular traffic will enter the site via a newly constructed southern access, while vehicles will egress solely using the approved existing access in the north.

6.0 PLANNING CONSIDERATIONS

Based on the analysis set out in Sections 2 to 5, the application proposal raises the following issues, which are considered in turn below:

1. Principle
2. Layout & Design
3. Highway Safety & Access

6.1.0 Issue No 1: Principle

- 6.1.1 The application site is located within the Green Belt in which restrictive constraints apply. Policy SP5 of the Local Plan it states that within the Green Belt the Council will only permit development proposals where they would not result in inappropriate development or where very special circumstances have been demonstrated. This echoes Chapter 13 of the NPPF which relates to the protection of Green Belt land, and states in Paragraph 153 that *“Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances”*. Paragraph 154 of the NPPF states that *“(h) Other forms of development provided they preserve its openness and do not conflict with the purposes of including land within it. These are:.. iv the re-use of buildings provided that the buildings are of permanent and substantial construction”*. As noted above, the buildings on the site are of substantial construction and are, as noted in the previous application under reference 23/01259/FP, are *“immune from enforcement action due to the passage of time.”*. The next consideration therefore is where the conversion preserves openness. As set out in Paragraph 3.1.2 of this report, it was accepted in the previous application that the Council were of the view that it does preserve openness. The final consideration is whether the proposals would conflict with the purposes of including land the Green Belt. As per the Officers Report under 23/01259/FP *“It is considered that there would be no conflict with Green Belt purposes with a, b, c and d”*. The Officer did however consider the scheme to be in conflict with *e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land*. However, this is disagreed upon by the applicants as the site is established as previously developed land, and the Officer also acknowledges the niche nature of the business on the site, which therefore requires its location to be a more rural setting rather than in urban areas. For these reasons, it is therefore considered that the scheme should be considered to not conflict with point e). Therefore, the re-use of the buildings is considered acceptable under Paragraph 154(h)(iv) of the NPPF.
- 6.1.2 Notwithstanding this, if the Council did have concerns with the above, then it is considered that very special circumstances (VSCs) exist that overcome such harm. VSCs consist of multiple factors and considerations of a development, which together amount to VSCs. These are very special circumstances are explored in detail below.

6.1.3 Before going into detail on the VSCs in support of the change of use, consideration must first be given to the lawful fallback position on the site, as the site has an approved consent under reference 17/04137/S73. This consent has been implemented, although the formal Use was never fulfilled, however there is no Planning reason why the Council wouldn't approve this consent again. The approved Use was equestrian with the Stable Block building being laid out to accommodate 12 separate pens available within the building, as well as the Barn building accommodating a feed store and a workshop. There was no condition to restrict the number of separate horse owners that can use the site, nor was there a condition that would restrict the times or amount an owner can visit the site. Given this consent has been implemented within the 3 years as required by Condition 1, the consent is therefore still live and could be reverted to this Use, thus demonstrating a lawful fallback position. As noted in Paragraph 3.1.2, a fall-back position has to only be more than theoretical to a consideration in Planning terms. As the lawful fall-back position would allow for a commercially active use on this, this is therefore considered more than theoretical.

6.1.4 **VSC 1 – Benefits to the openness of the Green Belt**

6.1.4.1 **Improvements through a reduction in activity**

In terms of movements and activity, it is considered that the lawful fallback position would have a far greater impact on the openness of the Green Belt. One of the key reasons for this is the significantly greater activity the site would generate if the lawful use was implemented. As noted above, the Stable Block has 12 individual pens, therefore meaning a minimum of 12 individual owners of these horses kept on site, with no conditions to limit occupant numbers or hours of operation. It is also more than theoretical that each of the 12 horses kept at the site may have multiple owners or carers. It would not be unexpected for each stable pen to have someone visit twice per day, often for extended periods if the horse is ridden from the site. In addition, staff will be present throughout the operational day for maintenance purposes, as well as the possibility to do nightly security checks. Additional regular visitors will include feed deliveries, waste collection, vet visits, paddock maintenance and other less frequent visitors involved in the running of a stable. For the current operation on the site, as noted previously, the current use is for the car sales and services of Porsches, a high value operation and not just a 'run of mill' car garage. As the values of these products are elevated, the number of customers visiting the site on a daily basis is limited, equating to circa 2 per day. Customers would also leave their cars at the site for extended periods during their service at an average time of 2 weeks, as opposed to a drop off and pick up on the same day scenario. In terms of other regular movements, the site has 4 full time members of staff, as well as on average 1 delivery per day. This therefore means the site would have circa 6 vehicle movements a day, a significant reduction from what could be expected with the equestrian use. Being located in rural areas is a common practice for high level car businesses, with around half of the independent Porsche specialists across the country operating out of old farm buildings in rural locations. Furthermore, the hours of operation

for the equestrian use, which doesn't have a condition to limit it, could likely be in operation from as early as 05:00 until as late as 22:00. The equestrian use would also be in operation on weekends, and bank holidays, something which wouldn't be the case for the current use. This is significantly longer hours of operation than the current use, which is from 08:00-17:30 - with the applicant happy to accept an hours of operation condition if deemed necessary by the Council.

6.1.4.2 Improvements to visual openness

As noted above, the lawful fallback position would still result in the erection of the two buildings and areas of hardstanding that occupy the application site. As the proposals would result in no further physical changes to the lawful fall back position, it is therefore considered that the physical impact of openness from the built development would have no greater impact than the lawful fallback position. Furthermore, the site is well screened from public view with mature landscaping on the western boundary of the site. This was considered by the Council in the Officers Report from the 2015 approval under reference 15/02582/1 stating *"the buildings have been designed in order to have a limited public visibility from Damask Green Road"*. Given the above, it would be considered that the retrospective change of use would have a neutral impact to openness. However, the lawful fallback position for 12 stables would also have various elements that would bring a physical impact on openness. This includes equestrian paraphernalia such as hay bales, horse boxes being stored, feed, riding tack, troughs, and various other equipment involved to accommodate the potential 12 separate horses and their owners. It is therefore considered that removing this previous use on the site of the fall-back position, would improve the visual openness of the Green Belt.

- 6.1.4.3 The retrospective application would have a neutral impact in terms of built development when compared to the lawful fallback position, however it would have improvements to the openness of the Green Belt. This is through a significant reduction in vehicle movements and personnel on the site, as well as reduction in physical paraphernalia associated for the uses involved. It is therefore considered that the lawful fallback position would have a greater impact on openness than the retrospective change of use would.

6.1.5 VSC 2 – Employment

- 6.1.5.1 Chapter 6 of the NPPF refers to promoting a prosperous rural economy. It goes on to state in Paragraph 84 that planning policies and decisions should support the sustainable growth and expansion of all types of business and enterprise in rural areas through well designed new buildings. Paragraph 85 of the NPPF also states that *"Significant weight should be placed on the need to support economic growth and productivity, taking into account...wider opportunities for development."* As the retrospective change of use would help support sustainable economic growth for the company at the site, boosting the economic prospects

in the rural area, significant weight should be placed on the need to support economic growth through the planning system.

6.1.5.2 Policy SP3 of the Local Plan states that *“The Council will proactively encourage sustainable economic growth, support new and existing businesses and seek to build on the District’s strengths, location and offer”*. Policy ETC2 goes on to state that *“Planning permission for employment uses outside of allocated Employment Areas will be granted provided that: a) The proposal is: i. within a defined settlement boundary or the built core of a Category B village; or ii. for small scale offices or other small employment development; and iii. is appropriate to the location in terms of size, scale, function, catchment area and / or historic and architectural character; and b) There would be no significant adverse impacts on living conditions”*. The application site isn’t within a defined settlement, but the proposal does provide a small employment development and ‘is appropriate to the location in terms of size, scale, and architectural character’. This therefore means the retrospective change of use would be acceptable in Policy terms under ETC2.

6.1.5.3 The proposal would provide employment space in accordance with the Councils Policies as set out in ETC2. Furthermore, the change of use would generate employment and overall value in terms of the business operating on the site. The NPPF advises that significant weight should be placed on for the need to support economic growth through the planning system.

6.1.6 **Conclusion**

To conclude this issue, it is considered that the reuse of the existing buildings is considered not inappropriate within the Green Belt by virtue of Paragraph 154(h)(iv) of the NPPF. Even if the Council considered otherwise there are VSCs that would overcome any harm against inappropriate development. These VSCs are that the proposals would help support rural business and employment through allowing the continuation of a profitable business on the site. The other factor is the proposals of use would benefit the openness of the Green Belt when compared to the lawful fallback position through a significant reduction in activity and movement on the site, as small improvements to physical openness through the removal of equestrian paraphernalia that could potentially dominate the appearance of the site. The VSCs therefore overcome the harm of inappropriate development, which means the development is acceptable in principle. This was also previously considered the case under reference 23/01259/FP, in allowing the temporary consent.

6.2.0 **Issue No 2: Layout & Design**

6.2.1 NPPF paragraph 131 advises that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Likewise, paragraph 135 seeks to

ensure that developments function well and add to the overall quality of the area; are visually attractive and sympathetic to local character and history; and establish or maintain a strong sense of place. This is echoed in Policy SP9 of the Local Plan, which states the Council considers good design will respond positively to its local context.

- 6.2.2 The design of the buildings has been in accordance with the approved scheme under 17/04137/S73, albeit with the proposals including the modest alteration Building 1 which would include the erection of internal walls, as well as new windows and bi-fold doors, to allow this building to be enclosed rather than open facing the internal courtyard. The proposed changes would not cause any increase in floorspace or external alterations that would cause change to the openness of the Green Belt, nor would it create any issues for neighbouring occupiers of the site. The changes would also be beneficial to the long term running of the business on the site as it would mean a better standard of floorspace available that isn't constantly open to the elements.
- 6.2.3 In terms of the business, as noted in 6.1.0, the site isn't used for a 'run of the mill' car sales and servicing business, and is instead used for Porsches which are a very brand expensive cars and therefore would have a high-end clientele. As a result of this, the finish of the buildings and associated hardstanding, has all been done to the highest standards with significant levels of investment. Such investment would not likely have been done if the proposals were instead for an equestrian use. The change of use has therefore allowed for a higher standard of design and appearance.
- 6.2.4 The change of use would not result in a detrimental impact on the amenity of any adjoining occupiers. Such considerations were given under application reference 23/01259/FP in which the Officers Report stated *"it is considered that the use of the site, subject to the conditions outlined in section 4.3.24, does not result in material harm to the reasonable living conditions and well-being of neighbours, with respect to general disturbance"*. With regards to impact on the Listed Buildings, these are located some 60m away from the nearest buildings on the site, and therefore their impact would be minimal. This was the same conclusion reached by the Council under the previous application, which the Officer's Report stated *"the proposed use of the site would not result in any harm to the setting or significance of the three Grade II listed buildings"*.
- 6.2.5 **Conclusion**
In summary, the change of use would not cause harm to the setting of the Listed Buildings to the north, and would retain a design that has previously been considered acceptable by the Council and has also allowed for a better standard of materials to be used in the construction.

6.3.0 **Issue No 3: Highway Safety & Access**

6.3.1 The change of use would not result in any alterations to the parking arrangements as approved under 17/04137/S73 or 23/01259/FP. The only alterations in Highway terms would be the alterations to the access, which are outlined in more details in the accompanying Highways Report. The report confirms that *“The proposals seek to alter the vehicular access arrangements at the site, with the car dealership implementing a new one-way access route. It is, therefore, proposed that all vehicular traffic will enter the site via a newly constructed southern access, while vehicles will egress solely using the approved existing access in the north.”* This resulted in the conclusions of the report to be *“There is therefore no highways or transportation reason why the proposed development should not be granted planning consent.”*

7.0 **CONCLUSIONS**

7.1.0 **Background**

7.1.1 This report relates to an application for the permanent change of use of existing stables to car sales and servicing (following the 2-year temporary consent given under 23/01259/FP)

including alterations to fenestration and access at Friends Green Porsche, Damask Green Road. The proposal is promoted in the following circumstances:

- The re-use of the existing buildings are considered not inappropriate within the Green Belt by virtue of Paragraph 154(h)(iv) of the NPPF.
- There are VSCs that would overcome any harm against inappropriate development. These VSCs are that the proposals would help support rural business and employment through allowing the continuation of a profitable business on the site. The other factor is the proposals of use would benefit the openness of the Green Belt when compared to the lawful fallback position through a significant reduction in activity and movement on the site, as small improvements to physical openness through the removal of equestrian paraphernalia that could potentially dominate the appearance of the site.
- The change of use would not cause harm to the setting of the Listed Buildings to the north. It would retain a design that has previously been considered acceptable by the Council and has also allowed for a better standard of materials to be used in the construction.
- The proposals would not result in undue harm to the amenity of neighbouring occupiers.
- The change of use would not result in any alterations to parking arrangements as approved under 17/04137/S73 or 23/01259/FP. The proposals would also result in a sizeable reduction of the potential traffic movements and parking requirements of the lawful fall-back position of the equestrian use. The proposals would result in changes to the access, providing an in-and-out one-way system to improve highway safety.

