

**LOCATION:** Arkley Lane Stables, Arkley Lane, EN5 3JR  
**REFERENCE:** B/03788/12 **Received:** 08 October 2012  
**Accepted:** 10 October 2012  
**WARD(S):** High Barnet **Expiry:** 09 January 2013

**Final Revisions:**

**APPLICANT:** Mr & Mrs Copeland

**PROPOSAL:** Demolition of existing equestrian facilities and erection of new equestrian facilities, comprising office/meeting room building, muck bunker, 15 stables and storage, hay and tractor store, manege, and associated hard surfacing

**RECOMMENDATION: APPROVE SUBJECT TO CONDITIONS**

1. The development hereby permitted shall be carried out in accordance with the following approved plans:
  - Design and Access Statement Rev A (received 20 December 2012)
  - Phase 1 Wildlife Biodiversity Survey (received 21 February 2013)
  - Drawing No. 784-P01B, P02B, O06B, P07B, P08A, P09A (received 26 June 2013)
  - Drawing No. 784-P10D (received 10 July 2013)
  - Drawing Nos. 784-P03F, P04E, P05D, P11E (received 16 July 2013)
  - emails from the applicants agent dated 11 July 2013 (details of foul drainage) 16 July 2013 (details of silage tank),
  - Hayden's Arboricultural Consultants Tree Survey, Arboricultural Implication Assessment and Preliminary Method Statement and Tree Protection Plan (report produced 21 June 2013), Haydens Drawing 3201-D Rev A, Executive Summary-Tree Survey and Arboricultural Impact Assessment dated 24 June 2013.

**Reason:**

For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the plans as assessed in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS NPPF and CS1 of the Adopted Barnet Core Strategy DPD (2012).

2. This development must be begun within three years from the date of this permission.

**Reason:**

To comply with Section 51 of the Planning and Compulsory Purchase Act, 2004.

3. Before the development hereby permitted commences, details of the materials to be used for the external surfaces of the building(s) and hard surfaced areas shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with such details as approved.

Reason:

To safeguard the character and visual amenities of the site and wider area and to ensure that the building is constructed in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012), CS NPPF and CS1 of the Adopted Barnet Core Strategy DPD (2012) and 1.1, 7.4, 7.5 and 7.6 of the London Plan 2011.

4. Before the development hereby permitted is occupied the parking spaces shown on Drawing No. 784-P03F shall be provided and shall not be used for any purpose other than the parking of vehicles in connection with the approved development.

Reason:

To ensure that parking is provided in accordance with the council's standards in the interests of pedestrian and highway safety, the free flow of traffic and in order to protect the amenities of the area in accordance with policies DM17 of the Adopted Barnet Development Management Policies DPD (2012) and 6.1, 6.2 and 6.3 of the London Plan 2011.

5. The development hereby approved shall be constructed in accordance with the levels details as set out on Drawing Nos. 784-P02B and 784-P03D.

Reason:

To ensure that the development is carried out at suitable levels in relation to the highway and adjoining land having regard to drainage, gradient of access, the safety and amenities of users of the site, the amenities of the area and the health of any trees or vegetation in accordance with policies DM01 and DM04 of the Adopted Barnet Development Management Policies DPD (2012), CS NPPF, CS1, CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.4, 7.5, 7.6 and 7.21 of the London Plan 2011.

6. Notwithstanding the provisions of Section 55 of The Town and Country Planning Act 1990, no external lighting shall be installed at any time at the application site.

Reason: In order to protect the rural character and appearance of the application site, in accordance with Policies DM01 and DM15 of the Development Management Policies DPD.

7. Prior to the commencement of works on the development hereby approved, details including scaled elevational drawings and details of materials and finish for the means of enclosure to the paddocks and manege hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with the approved details.

Reason: In order to protect the character and appearance of the area, in accordance with Policy DM01 of the Development Management Policies DPD.

8. No development shall take place until a 'Demolition & Construction Management Plan' has been submitted to, and approved in writing by, the Local Planning Authority. The Statement shall provide for: access to the site; the parking of vehicles for site operatives and visitors; hours of construction, including deliveries, loading and unloading of plant and materials; the storage of plant and materials used in the construction of the development; the erection of any means of temporary enclosure or security hoarding and measures to prevent mud and debris being carried on to the public highway and ways to minimise pollution. Throughout the construction period the detailed measures contained within the approved Statement shall be strictly adhered to.

Reason:

In the interests of highway safety and good air quality in accordance with Policy DM17 and DM04 of the Adopted Barnet Development Management Policies DPD (2012) and policy 5.21 of the London Plan (2011).

9. The facilities hereby approved shall only be used for the stabling, training and grazing of horses, for livery, or for training sessions in connection with Horseball, and for no other purpose including formal horseball matches.

Reason:

To enable the Local Planning Authority to monitor the impact of the use in order to protect the amenities of the area and highway safety, in accordance with Policies DM01, DM15 and DM17 of the Development Management Policies DPD.

10. The silage tank and sewage treatment facility shown on Drawing No. 784-P11E shall be installed in accordance with the details on the approved plans and as submitted in the email from the agent dated 11 July 2013 and 16 July 2013. The tank and treatment facility shall be maintained as such thereafter.

Reason:

In order to protect the character and appearance of the locality, in accordance with Policy DM01 of the Development Management Policies DPD.

11. Prior to the first use of the development hereby approved, surface water drainage shall be installed in accordance with the details set out on Drawing No. 784-P11C and shall be retained as such thereafter. Such details shall take into account SUDS principles..

Reason:

To ensure that the foul and/or surface water discharge from the site shall not be prejudicial to the existing sewerage system and the amenities of the area to comply with Policies 5.13 and 5.14 of the London Plan 2011.

12. No site works or works on this development shall be commenced before temporary tree protection has been erected around existing tree(s) in accordance with details to be submitted and approved in writing by the Local Planning Authority. This protection shall remain in position until after

the development works are completed and no material or soil shall be stored within these fenced areas.

Reason:

To safeguard the health of existing tree(s) which represent an important amenity feature in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.21 of the London Plan 2011.

13. No siteworks or works on this development shall be commenced before a dimensioned tree protection plan in accordance with Section 5.5 and a method statement detailing precautions to minimise damage to trees in accordance with Section 6.1 of British Standard BS5837: 2012 Trees in relation to design, demolition and construction - Recommendations are submitted to and approved in writing by the Local Planning Authority and the development shall be carried out in accordance with such approval.

Reason:

To safeguard the health of existing trees which represent an important amenity feature in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012), CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.21 of the London Plan 2011.

14. A scheme of hard and soft landscaping, including details of existing trees to be retained, shall be submitted to and agreed in writing by the Local Planning Authority before the development, hereby permitted, is commenced.

Reason:

To ensure a satisfactory appearance to the development in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and 7.21 of the London Plan 2011 and CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012).

15. All work comprised in the approved scheme of landscaping shall be carried out before the end of the first planting and seeding season following occupation of any part of the buildings or completion of the development, whichever is sooner, or commencement of the use.

Reason:

To ensure a satisfactory appearance to the development in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.21 of the London Plan 2011.

16. Any existing tree shown to be retained or trees or shrubs to be planted as part of the approved landscaping scheme which are removed, die, become severely damaged or diseased within five years of the completion of development shall be replaced with trees or shrubs of appropriate size and species in the next planting season.

Reason:

To ensure a satisfactory appearance to the development in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.21 of the London Plan 2011.

17. Before this development is commenced details of the location, extent and depth of all excavations for drainage and other services in relation to trees on the site shall be submitted and approved in writing by the Local Planning Authority and the development carried out in accordance with such approval.

Reason:

To safeguard the health of existing tree(s) which represent an important amenity feature in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.21 of the London Plan 2011.

18. No development or other operations shall commence on site in connection with the [demolition and] development hereby approved until a detailed tree felling / pruning specification has been submitted to and approved in writing by the local planning authority and all tree felling and pruning works shall be carried out in full accordance with the approved specification and the British Standard 3998: 2010 *Recommendation for Tree Works* (or as amended).

Reason:

To safeguard the health of existing trees which represent an important amenity feature in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012), CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.21 of the London Plan 2011.

19. The development hereby approved shall only be used for livery purposes by up to 11 horses.

Reason: In order to ensure the site is not used for an intensive business use, to protect the character and appearance of the area in accordance with Policies DM01 and DM15 of the Development Management Policies DPD.

20. Horseball training shall only take place on Thursday evenings (between 16:00 and 21:00) and on weekends (between 09:00 and 18:00) between the months of February and October inclusive and at no other time.

Reason:

To enable the Local Planning Authority to monitor the impact of the use in order to protect the amenities of the area and the intensity of use of this Green Belt site, and in the interests of highway safety, in accordance with Policies DM01, DM15 and DM17 of the Development Management Policies DPD.

21. The training sessions and use of the site for horseball training and associated activities shall be used by up to 15 persons only.

Reason:

To enable the Local Planning Authority to monitor the impact of the use in order to protect the amenities of the area, and in the interests of highway safety, in accordance with Policies DM01, DM15 and DM17 of the Development Management Policies DPD.

#### **INFORMATIVE(S):**

1. In accordance with paragraphs 186 and 187 of the NPPF, the Council takes a positive and proactive approach to development proposals, focused on solutions. The Local Planning Authority has produced planning policies and written guidance to guide applicants when submitting applications. These are all available on the Council's website. A pre-application advice service is also offered. The Local Planning Authority has negotiated with the applicant / agent where necessary during the application process to ensure that the proposed development is in accordance with the Council's relevant policies and guidance.
2. Wildlife and Countryside Act 1981 Obligations etc: TIN/TPO  
Any and all works carried out in pursuance of this consent / notice will be subject to the duties, obligations and criminal offences contained in the Wildlife and Countryside Act 1981 (as amended). Failure to comply with the provisions of the Wildlife and Countryside Act 1981 (as amended) may result in a criminal prosecution.
3. The applicant is advised that Arkley Lane is a public highway. The applicant should ensure that the flow of traffic along Arkley Lane is not obstructed.
4. The applicant is advised that if the Council's refuse vehicles are required to enter the site, the access road must be constructed to adoptable standards, and be designed and constructed to allow refuse vehicles to access the site and turn within the site. The applicant may also have to sign a Waiver of Liability and Indemnity Agreement. Otherwise, refuse collection points should be located within 10 metres of the public highway.
5. The applicant is encouraged to develop a voluntary travel plan and/or promote more sustainable forms of travel in order to demonstrate commitment to the benefits of reducing vehicle use and increasing sustainable modes of travel. Further advice can be provided by the Council's travel plan coordinator via [abetterwaytowork@barnet.gov.uk](mailto:abetterwaytowork@barnet.gov.uk).
6. The applicant is advised that for construction works adjacent to or affecting public highways, the Council's Street Based Services should be contacted on 020 8359 4600 for any necessary Highways Licenses or approvals.
7. The applicant is advised that the emergency services should be contacted directly to discuss their requirements and agree any necessary measures to allow the services access to the site.

## 1. MATERIAL CONSIDERATIONS

### National Planning Policy Framework

The determination of planning applications is made mindful of Central Government advice and the Local Plan for the area. It is recognised that Local Planning Authorities must determine applications in accordance with the statutory Development Plan, unless material considerations indicate otherwise, and that the planning system does not exist to protect the private interests of one person against another.

The 'National Planning Policy Framework' (NPPF) was published on 27 March 2012. This is a key part of the Governments reforms to make the planning system less complex and more accessible, and to promote sustainable growth.

The NPPF states that "good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people". The NPPF retains a presumption in favour of sustainable development. This applies unless any adverse impacts of a development would "significantly and demonstrably" outweigh the benefits.

### The Mayor's London Plan July 2011:

The London Development Plan is the overall strategic plan for London, and it sets out a fully integrated economic, environmental, transport and social framework for the development of the capital to 2031. It forms part of the development plan for Greater London and is recognised in the NPPF as part of the development plan. The London Plan provides a unified framework for strategies that are designed to ensure that all Londoners benefit from sustainable improvements to their quality of life.

Policies relevant to the current proposal include: 7.4, 7.16 (Green Belt), 7.19 (Biodiversity), 7.21 (Trees and Woodland)

### Relevant Local Plan (2012) Policies:

Barnet's Local Plan is made up of a suite of documents including the Core Strategy and Development Management Policies Development Plan Documents (DPD). Both DPDs were adopted on 11 September 2012.

Relevant Core Strategy DPD (2012): Policies CS NPPF, CS1, CS5, CS7 and CS9.

Relevant Development Management DPD (2012): Policies DM01, DM02, DM03, DM04, DM15, DM16 and DM17.

### Supplementary Planning Documents and Guidance

The Council adopted a Sustainable Design and Construction SPD in April 2013, following public consultation. This SPD provides detailed guidance that supplements policies in the adopted Local Plan, and sets out how sustainable development will be delivered in Barnet.

### Relevant Planning History:

<b>Site Address:</b>	O.S. Parcel 2578, Land on east side of Arkley Lane Barnet
<b>Application Number:</b>	N04850
<b>Application Type:</b>	Full Application
<b>Decision:</b>	Approve with conditions
<b>Decision Date:</b>	16/07/1975
<b>Proposal:</b>	<b>Use of land for grazing and construction of 3 loose boxes and a hay store.</b>

**Site Address:** LAND OPPOSITE WOODLANDS FARM Arkley Lane BARNET HERTS  
**Application Number:** N04850A  
**Application Type:** Full Application  
**Decision:** Approve with conditions  
**Decision Date:** 16/01/1990  
**Proposal:** **Erection of detached block of three loose boxes.**

**Site Address:** Plot 139 Arkley Lane Barnet  
**Application Number:** N00717  
**Application Type:** Full Application  
**Decision:** Refuse  
**Decision Date:** 14/10/1966  
**Proposal:** **construction of loose boxes for the breeding and schooling of horses for export.**

Consultations and Views Expressed:

Neighbours Consulted: 81                      Replies: 74  
Neighbours Wishing To Speak: 5

**As a result of the original consultation, 62 objections were received, which may be summarised as follows:**

- Inadequate public/pedestrian access.
- Excessive increase in volume of traffic.
- Potentially negative impact to the habitat of a protected species and other wildlife.
- The removal of trees and hedgerows.
- Limited access for emergency vehicles.
- No justification for the proposed use of the site in terms of local demand for the sport.
- Increase in light pollution.
- Increase in noise pollution.
- Creating an unacceptable visual intrusion.
- The site is located within Green Belt.
- The design of the development is not sympathetic to the Green Belt.
- No assessment made with regards to wildlife, ecology and biodiversity.
- No dedicated facilities for disabled people.
- The proposal is inappropriate for the location.
- Insufficient parking facilities.
- The materials proposed are inappropriate.
- Excessive increase in air pollution.
- The proposal is out of character with the area.

The 12 representations of support may be summarised as follows:

- Providing much needed leisure facilities.
- Encourages sport and healthy living.
- Makes use of a derelict site.
- Essential equestrian facility that benefits the local community.
- Essential for the growth of the sport.
- The facility will be aesthetically pleasing.
- Provides a safer environment for horses and riders.
- Easily accessible by public transport.
- Good opportunity to develop sport in the local area.



**Following receipt of amended plans and a revised Design and Access Statement, the following have been received:**

6 letters of objection, making the following comments:

- No justification for the proposed use of the site in terms of demand.
- Inadequate access to the site.
- Excessive increase in volume of traffic.
- Destruction of green belt.
- Destruction of wildlife.
- No consultation with residents.
- The present traffic movements have been exaggerated.
- The proposal is inappropriate for the location.
- Potential effect on bats.
- Inadequate Biodiversity report carried out.
- Arkley Lane Fields is a Site of Importance for Nature Conservation.

1 letter of support received, making the following comments:

- The proposal would promote the sport of Horseball.
- The facilities would benefit the local community.
- The proposal would be more visually aesthetic than what currently exists.

**Following the receipt of a biodiversity report, 9 additional objections were received, summarised as follows:**

- Inadequate public/pedestrian access.
- Unacceptable damage to vegetation and wildlife.
- Limited access for emergency vehicles.
- The proposed application is contrary to Green Belt policies.
- Increase in noise pollution.
- Inadequate Biodiversity report carried out.
- Increase in light pollution.
- Some works have already taken place.
- Stocking levels have been over exaggerated.
- The development is unsuitable for the area.
- The description of the proposal is misleading.
- The use for horseball would be extremely disruptive.
- There are already a wealth of sporting facilities in Arkley.
- The proposal does not assist in safeguarding the countryside from encroachment.
- Negative effect on nature conservation in a conservation area.
- No assessment made with regards to wildlife, ecology and biodiversity apart from tree survey.
- No dedicated facilities for disabled people.
- The materials proposed have no quality.
- Loss of wildlife habitat.

**London Wildlife Trust (Barnet Group) Conservation Committee Member (and NW London RSPB Group Leader):** Bat survey was carried out at an inappropriate time of year. Proposal would result in a loss of biodiversity. This SINC and Green Belt land should be protected. Demand and need have not been justified.

**The Barnet Society:** Increase in traffic should be assessed by means of a formal traffic impact assessment. Floodlighting should not be included. Proposed use would result in noise disturbance to neighbours. Riding surface may be detrimental to Green Belt.

#### Internal Consultations:

#### **LBB Traffic and Development**

Existing Site: The site is occupied by Arkley Stables which currently consists of a number of buildings including 11 stables, two stores and a tack room. Currently the applicant's vehicles including farm machinery and the horse carrier/ horse box are stored on site. As per information on the submitted Design and Access Statement A total of 22 horses have previously been stabled on the site and had 14-15 people visiting to tend to their horses when the site was used for liveries. Currently the site is used for stabling, grazing and general riding activities.

The site is located in Arkley Lane which is a public highway accessed from Barnet Road A411. Arkley Lane consists of a narrow carriageway and verges with no formal footway. Due to the road width Arkley Lane mainly allows passage for vehicles in one direction with passing points. The road is used for vehicles accessing properties in Arkley Lane such as dwellings, farm land and the existing stables at the proposal's site, and is currently used by cars as well as farm heavy vehicles and horse carriers/ boxes. There is no vehicle traffic from a few metres north of the northern pedestrian access to Arkley Stables. From this point the carriageway ends and the Arkley Lane Restricted Byway (definitive right of way ref: B8) provides a link to the A1 Barnet By Pass. Street Lighting in Arkley Lane is only provided up to property number 25, with the remainder of the road being unlit.

Proposed Development: The proposal is for modifications and new buildings to provide stables for a total of 12-15 horses and allow for Horseball training sessions to take place at the site. Information provided by the applicant state that the game is played by two teams consisting of 4 players each. Between six and ten horses/ponies will attend each session. It is anticipated that some of the horses/ponies taking part in the sessions will be stabled on site.

The proposed use of the site for Horseball games is for a total of 5 Training sessions a week 4 at the weekend and 1 on Thursdays. No matches are proposed to take place at the site. Horses stabled on site taking part on matches elsewhere will continue to be transported from Arkley Stables to the match location, as the current arrangements. It is anticipated that on weekdays sessions no more than 10 people will be on site at one time and at weekends a total of up to 6 to 10 ponies/ horses are expected to attend the training sessions. Players who do not have horses stabled on site will attend with their horses and are expected to hack to the site. It is anticipated that up to two horsebox movements a week would cater for players who for any reason are not able to hack to the site, however it is possible that this allocation is not used.

Proposed Vehicular and Pedestrian Access Arrangement: Vehicle and pedestrian accesses will be via the existing accesses from Arkley Lane.

Trip Generation: Information provided by the applicant details the existing and expected number of total weekly vehicle movements which shows a reduction in

number of vehicle trips to the site, as detailed in the submitted Estimated Traffic Movement Tables (existing and predicted) attached in the appendix. The vehicle trip generation expected to be associated with up to 10 ponies/ horses taking part at training sessions at one time, is not expected to result in additional impact on the public highways. Although Arkley Lane is not considered suitable for large numbers of vehicle traffic, the activity described in the submission documents would not result in an unacceptable number of trips on this road, especially when compared to the number of vehicle movements that the existing use could generate, including horse carrier/ horse box vehicles transporting horses stabled on site. The level and type of activities on site could be restricted by conditions ensuring that only events described in the proposal submission will take place. For the proposed level of activity the expected number of trips is considered acceptable.

The existing consent allows for horses to be stabled on site, currently horse boxes and trailers, including an eight horse 17 tonne lorry leave the site for training and matches elsewhere. If the proposal is not implemented the existing use could generate similar levels of horse transport traffic as horses stabled on site can be transported from the site to activities off site, including horseball training at other locations.

Parking: The existing site often had 14-15 people visiting to tend to their horses in part livery, generally on a Sunday, which would generate approximately 8-9 vehicles, and at other times around 8-10 people at one time generation approximately 6-7 vehicles. It is intended that someone will run the yard reducing the need for owners to visit the site daily and therefore reducing the number of trips associated with the livery use. The applicant has provided information that the total number of vehicles on site is not expected to increase. A total of 9 formal parking spaces plus a horse carrier space are provided within the site. The parking provision is considered adequate to accommodate the predicted parking demand based on the applicant's forecasts for the proposed level of activities. These forecasts are considered acceptable for the proposed level of activity on site. All vehicles associated with the site should be parked within the site as there is no availability of formal on street parking in Arkley Lane, and overspill parking may result in parking on verges obstructing the flow of traffic in Arkley Lane and obstruction access to properties.

Cycle Parking: The applicant should provide cycle parking. Please include a condition that cycle parking and storage facilities should be provided in accordance with a scheme to be submitted to and approved by the Planning Authority and spaces shall be permanently retained thereafter.

Travel Plan: A site of this level of proposed activity falls below the travel plan thresholds as given in the Transport for London guidance 'Travel Planning for new development' and is not deemed to have a significant transport impact therefore does not require a travel plan. However the applicant is encouraged to develop a voluntary travel plan and /or promote more sustainable forms of travel in order to demonstrate commitment to the benefits of reducing vehicle use and increasing sustainable modes of travel such as walking, cycling and public transport use. Further advice can be provided by the Council's Travel Plan Coordinator via [abetterwaytowork@barnet.gov.uk](mailto:abetterwaytowork@barnet.gov.uk).

Recommendation: Taking into consideration the proposed level of activity the application is considered acceptable on highways grounds subject to conditions.

## **LBB Green Spaces**

No comment received.

### Other Consultations:

#### **Hertsmere Borough Council**

No objection in principle, but concerns raised about floodlighting and the proposed earth bund [Officer Note: Floodlighting formed part of the original planning application, but is no longer proposed at the site].

#### **Natural England**

The ecological survey submitted with this application has not identified that there will be any significant impacts on statutorily protected sites, species or on priority Biodiversity Action Plan habitats as a result of this proposal. However, the Council should encourage opportunities to incorporate biodiversity in and around the development.

#### **Herts and Middlesex Wildlife Trust**

Recommend refusal, as the proposed development does not demonstrate that sufficient consideration has been taken of the potential impact on Local Wildlife Sites and protected species, and fails to demonstrate that adequate steps have been taken to avoid, mitigate and compensate for the likely adverse impact on biodiversity. [Officer Note: This response was received before the applicant's Biodiversity Survey was received by the Council. The Wildlife Trust were notified that the Biodiversity Survey has been received, but no additional response has been received to date]

Date of Site Notice: 01 November 2012

## **2. PLANNING APPRAISAL**

### Site Description and Surroundings:

The application site is at the far end of Arkley Lane, which is a public highway extending north from the northern side of Barnet Lane toward the boundary of the Borough with Hertsmere. The site is at the end of the public highway where its status changes from being a carriageway for vehicular traffic, to the Arkley Lane Restricted Byway (bridleway). Arkley Lane is a narrow carriageway with some verges, which mainly allows passage for vehicles in one direction with passing points. The lane is used to access properties along Arkley Lane, and is also used by farm and equestrian vehicles visiting nearby sites and the application site itself.

As existing, the site contains a line of 11 stables, two stores and a tack room. It also contains a number of caravans and a trailer. The site does not contain any substantial formal hardstanding for access or parking purposes. There are grass fields to the north west of the site, bound with post and rail fencing. The perimeter of the site is delineated by hedging and mature trees. The site as existing has the appearance of a small scale, infrequently used stabling facility only. The application site is at least 50 metres from the nearest neighbouring property fronting Arkley Lane, and over 300 metres from the neighbouring properties at Galley Lane.

### Proposal:

This application proposes the demolition of the existing equestrian facilities at the site, and the construction of a replacement equestrian facility, to provide 15 loose boxes, one store/feed store, one building containing a feed store, tack room, mess

room and office/meeting room, and small kitchen and WC facilities, an open-fronted barn, a muck store and a manège, with new hardstanding also laid within the site.

The proposed buildings would be laid in a rectangular yard configuration, measuring 43 metres by 23 metres. The narrower stretch would be parallel to Arkley Lane, and set back 22 metres from Arkley Lane. The buildings would have a height of 3.7 metres. The open-fronted barn would be set back 62 metres from Arkley Lane, and would have a height of 5.9 metres. The hardstanding and parking area would be to the south of the site, between the proposed buildings and Arkley Lane, with a track also running north within the site to an area behind the main building with space to park a larger vehicle. The manège would measure 65 metres by 30 metres, and would be an all-weather riding surface.

The development would be set 25 metres back from Arkley Lane.

A design and access statement has been submitted with the application, and other information has also been submitted by the applicant's agent, providing the following supporting information (summarised):

- Barnet has a large number of equestrian enthusiasts and equine facilities, which highlights the existing pool for new horseball members. Equestrianism is integral to the local rural economy in and around the area and is an important sporting recreation for the local community.
- There are a number of bridleways in the vicinity.
- The 17 acres of land have been rented since 1984 for equestrian purposes. The site contains 11 stables, 2 stores and a tack room. There is also a lean-to, some caravans, farm machinery and a horse box stored on the site. In the past there have been 8-12 horses stabled on the site. The number has slowly decreased and currently three horses are stabled, all owned by the applicant.
- Previous liveryies have recently left the site. When used for liveryies, 14-15 people would visit on a part-livery basis, mostly on Sundays. These would generate 8-9 vehicle movements. The site is currently used for stabling, grazing and general riding activities. No horseball activities take place as there are no suitable facilities to undertake these. On weekdays and Saturdays, 8-10 people would visit at one time, with 6-7 vehicle movements.
- Horseball involves four riders per team, and is a cross between basketball and rugby on horseback. The season runs through the summer, with matches every six weeks. It is becoming increasingly popular in England. The applicant started the North London Horseball Club in 1980 and it has over 50 members.
- The club does not benefit from its own facilities. Local manèges are usually unavailable during peak training session times. The team has to travel to Oaklands College (between St Albans and Hatfield) to use their indoor arena, and this prevents those unable to travel from attending. In addition, its availability is limited and the manège is small.
- The purpose of this application is to allow Arkley Stables to become a centre for horseball to allow the sport to grow. The proposal is to demolish all existing buildings and replace with a dedicated stable yard providing 15 stables along with storage and ancillary facilities such as a muck bunker and hay barn. The proposal includes an all weather outdoor manège.
- The facilities will be used by the applicant who owns 4 horses, and will have up to 11 horses stabled as livery. Owners would visit once a week
- The facilities will be used as the regional centre for horseball, involving training, briefings, and administration. No matches would be held on site as league matches must be held within an indoor arena. The club will train

Thursday evenings, with 6-10 attendees, and more events at weekends. Training will take place between February and October.

- Horses would use the manège all year round for fitness purposes.

#### Planning Considerations:

The applicant has provided details of the existing use of the site, summarised above. Given its historical use for equestrian purposes, it is not considered that this application comprises a material change of use of the land. As such, the main issues in this case are considered to be covered under six main areas:

- Whether harm would be caused to the openness of the Green Belt;
- Whether harm would be caused to the character and appearance of the wider locality;
- Whether harm would be caused to the living conditions of neighbouring residents;
- Whether the proposal would adversely affect highway safety;
- Whether the proposal would adversely affect trees of special amenity value;
- Whether the proposal would adversely affect local biodiversity.

#### **Impact on the Green Belt**

Paragraph 89 of the NPPF states that LPAs should regard the construction of new buildings as inappropriate in the Green Belt. However, it continues that exceptions to this include the provision of appropriate facilities for outdoor sport, outdoor recreation...as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it.

Local Policy DM15 sets out the Council's approach to development in the Green Belt, and reflects the content of the NPPF. It states that except in very special circumstances, the Council will refuse any development in the Green Belt...which is not compatible with its purpose and objectives and does not maintain its openness. It sets out that the construction of essential facilities for appropriate uses (which includes essential facilities for outdoor sport) will only be acceptable where they do not have an adverse impact on the openness of the Green Belt.

As such, the main consideration for this application is whether the proposal comprises the provision of appropriate and essential facilities for outdoor sport and recreation, and therefore constitutes appropriate development within the Green Belt.

As set out above, the application proposes the construction of the following within the application site (with the following purposes as set out in the Design and Access Statement):

- 15 loose boxes to accommodate horses
- One single storey building adjoining two stables, with the same height and depth, to be used as a store/feed store (to store feed, and everyday bedding, and equipment).
- One single storey building to provide an additional feed store, a tack room, mess room and office/meeting room. This building would also contain a small kitchen and WC facility. The tack room would provide secure storage for expensive tack and rugs. The feed room would store hard feed. The office/meeting area would act as the initial point of contact for club, for administration, and for equestrian theory training, discussions and post-match video sessions. The mess room would provide storage for user's personal belongings, and a space for refreshment/rest.

- A muck store.
- An open-fronted barn for the storage of tractor and machinery (required to maintain the site, and to be store out of the elements to avoid rusting and damage), and hay/bedding (allowing it to be delivered and stored in bulk, reducing costs).
- Manège (everyday riding activities)
- Hardstanding for the parking and manoeuvring of vehicles.

It is noted that the existing use of the site is for equestrian purposes, with some 11 stables being present on the site (albeit some in a dilapidated condition). The current scheme would introduce additional stables, and additional facilities to facilitate the use of the site for horseball training as well as livery purposes. The proposed buildings are arranged in a rectangular shape to form an enclosed yard, and as such the majority of the additional paraphernalia associated with the use would not be visible from outside the site. The applicant has explained the reason that each built structure proposed is required, and has demonstrated each to be an essential facility for the proposed use. On this basis, it is considered that the proposal comprises an appropriate facility for outdoor sport and outdoor recreation, and that the buildings proposed to be constructed are essential for the purposes of this outdoor sport and outdoor recreation. The proposal is therefore considered to be appropriate development in the Green Belt.

The proposed buildings would be set to one side of the application site, which comprises a large area of fields. The buildings would be single storey in scale, and arranged to ensure that the spread of built form into the Green Belt is kept to a minimum. The hard surfacing visible from outside the site, to facilitate parking and servicing areas, has been kept to a minimal width and extent. The hay/bedding store, and muck store would, similar to the proposed equestrian facilities, have a traditional rural appearance commensurate with the scale and appearance of buildings often found in such rural settings.

The all-weather riding surface would be located to the north of the proposed buildings. It would measure 65m by 30m and would be enclosed by a 1.5 metre high post and rail fence. Given that this would be a level surface, enclosed by a traditional rural fence, it is not considered that this element would adversely affect the openness of the Green Belt.

Taking the above into account, it is considered that the proposed development would preserve the openness of this part of the Green Belt and would not conflict with the purposes of including land within the Green Belt.

### **Impact on the character of the area**

As previously set out, Arkley Lane is a rural lane which extends from Barnet Road up to the application site, where the Lane turns into a bridlepath. It has a rural character which increases with distance travelled north, with very few domestic properties and a number of equestrian facilities. The road is flanked on both sides by mature hedgerows and trees, with fields either side of those trees. The proposed facility would be at the very end of Arkley Lane. It would be entirely single storey in scale, and includes buildings of an appearance commensurate with rural equestrian development. The proposal is not considered to be detrimental to the rural character and appearance of Arkley Lane or the wider area.

### **Impact of the proposal on the amenities of occupants of neighbouring**

## **properties**

The proposed buildings would be located a considerable distance from all neighbouring residential properties. As a result, it is not considered that the proposed buildings would appear overbearing or visually intrusive when viewed from any neighbouring property, or adversely affect their privacy.

Given the distance between the site and the nearest neighbouring property, the equestrian nature of surrounding sites and the existing equestrian use of the site, it is not considered that the proposal would result in a significant increase in noise and disturbance from the proposed use itself which would be detrimental to the amenities of the occupants of neighbouring properties.

## **Impact of the proposal on highway safety**

The comments of the Traffic and Development section are set out above. They conclude that the vehicle trip generation expected to be associated with up to 10 horses taking part at training sessions, of which there would be 5 per week, is not expected to result in additional impact on the public highway. The submitted details set out that the proposed activity would not result in an unacceptable number of trips on this road, especially when compared to the number of vehicle movements that the existing use could generate, including horse carrier/horse box vehicles transporting horses stabled on site. The on-site parking provision is considered to be acceptable. A number of conditions are requested by the highway engineer, and subject to these conditions it is not considered that the proposal would be detrimental to highway safety.

## **Impact of the proposal on trees**

Details of services within the site have been provided. A new electricity supply is proposed to be taken overhead through the boundary trees from the existing overhead line in Arkley Lane. This may require some trimming of the trees, however given their substantial size and that these trees are not protected, no objections are raised to the provision of this new service. All other services for drainage would be set away from trees and would not be detrimental to these trees.

The proposed buildings have been sited taking into account the constraints posed by the trees around the site. These are located outside the root protection areas of the trees, and given their single storey size are not considered to result in damage to the trees by their construction or placement. Additional areas of hardstanding are proposed to be laid within the site, however subject to the method used in laying this hardstanding it is not considered that this would cause damage to the trees.

## **Impact of the proposal on Biodiversity**

Policy CS7 states that the Council will protect existing Sites of Importance for Nature Conservation (SINC), and will work to improve protection and enhancement of biodiversity in Barnet. Policy DM16 states that the Council will seek the retention and enhancement, or the creation of biodiversity. It states that where development will affect a SINC, the proposal is expected to meet the requirements of London Plan Policy 7.19E, in that it should avoid adverse impact to the biodiversity interest, and should minimise impact and seek mitigation.

The application site is within the Arkley Lane and Pastures SINC. The London Ecology Unit's Ecology Handbook 'Nature conservation in Barnet' states that the area has fine hedgerows on either side, and that the diversity of trees and shrubs is suggestive of a long history. It states that the mature trees, overgrown shrubs and



thick hedge bottoms provide excellent habitat for birds. The fields on either side of the lane are managed as horse pasture or hay meadow and represent a good example of traditionally managed countryside, and most have fine thick hedges.

The applicant has submitted an Extended Phase I Wildlife Biodiversity Report with this application. This report assesses the site as being of low ecological value, with no ecological constraints found to the proposed development. The summary to this report explains that a mature Oak tree contained a potential bat roosting feature, although no signs of use by bats were in evidence. The boundary hedging could offer bat foraging and commuting potential, and it is noted that this hedging is not proposed to be removed as part of the current application. The report states that none of the built structures contained any signs of use by bats, and are of low suitability to support any roosting or hibernating bats. The report states that the pond on the site is of low suitability for Great Crested Newts, and no evidence of protected species was identified.

The report makes references to floodlighting, however it should be noted that no floodlighting is proposed as part of the current application.

Given the conclusions of the report, that this application does not propose any substantial tree felling or hedgerow removal, and that only a small proportion of the site would be given over from soft landscaping to hardstanding, it is considered that the proposal would not adversely affect biodiversity at the application site.

### **3. COMMENTS ON GROUNDS OF OBJECTIONS**

- No objections have been raised to the proposal by the Traffic and Development Section, especially in light of the existing unrestricted use.
- Officers are satisfied that the applicant has demonstrated that the proposal would not adversely affect protected species.
- The applicant has justified the proposal and Officers are satisfied that it comprises an appropriate use which complies with Green Belt policy.
- No external floodlighting is proposed.
- Access for emergency vehicles is not a material planning consideration.
- The site is not within a conservation area.

Other comments made are addressed in the appraisal above.

### **4. EQUALITIES AND DIVERSITY ISSUES**

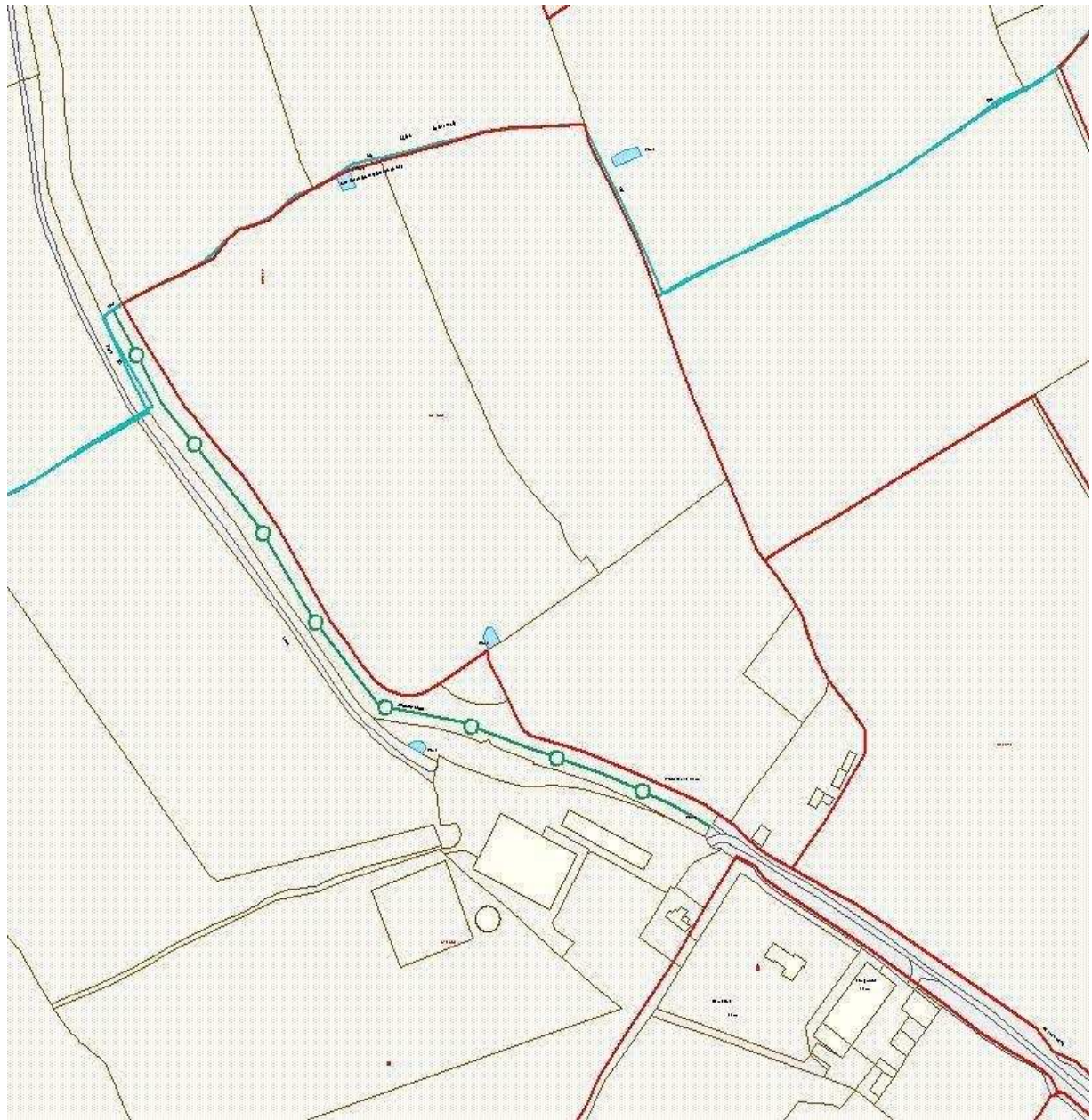
The proposals do not conflict with either Barnet Council's Equalities Policy or the commitments set in our Equality Scheme and supports the council in meeting its statutory equality responsibilities.

### **5. CONCLUSION**

Having taken all material considerations into account, it is considered that subject to compliance with the attached conditions, the proposed development would be an appropriate development within the Green Belt which would maintain its openness. The proposal would have an acceptable impact on the character and appearance of the application site and the general street scene. The development is not considered to have an adverse impact on the amenities of neighbouring occupiers. This application is therefore recommended for approval.

**SITE LOCATION PLAN:** Arkley Lane Stables, Arkley Lane, EN5 3JR

**REFERENCE:** B/03788/12



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