

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 23rd April 2013

Report of
Assistant Director - Planning,
Highways & Transportation

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Ward: Chase

Application Number : TP/10/0783

Category: Change of Use

LOCATION: HOLLY HILL FARM, 305, THE RIDGEWAY, ENFIELD, EN2 8AN

PROPOSAL: Change of use of Unit 7 from redundant cattle housing to canine training and exercising (RETROSPECTIVE).

Applicant Name & Address:

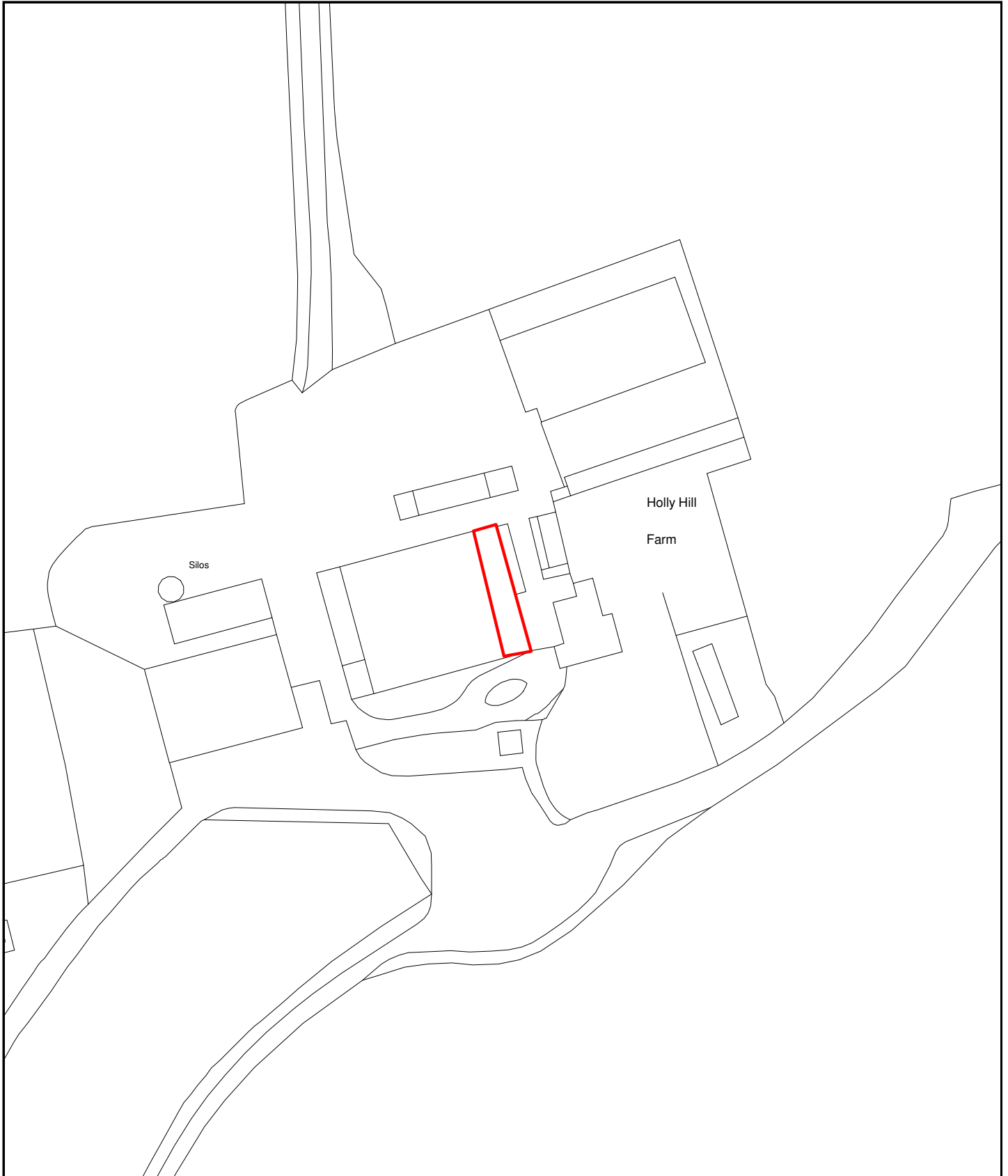
D Williams and Co
Cattlegate Farm,
Cattlegate Road,
Enfield,
EN2 8AU

Agent Name & Address:

Jane Orsborn,
Jane R Orsborn Associates
121, Queen's Road
Hertford
SG13 8BJ

RECOMMENDATION:

That planning permission be **GRANTED** subject to conditions.



Development Control



Scale - 1:1250
Time of plot: 11:00

Date of plot: 10/04/2013

1. Site and surroundings

- 1.1 Holly Hill Farm is a Council-owned agricultural holding located on the northern side of The Ridgeway, approximately 460m west of the small settlement known as Botany Bay village.
- 1.2 There is a 2-storey brick built farmhouse (Listed grade II) approximately 8m to the west of the barn.
- 1.3 The site is bounded by the M25 to the north and surrounded on all other sides by agricultural land. It lies within the Metropolitan Green Belt and within an area designated as an Area of Special Character.

2. Proposal

- 2.1 Retrospective permission is sought for the change of use of Unit 7 from redundant cattle housing to canine training and exercising.
- 2.2 The planning statement confirms the following:
 - The business has been operating since August 1st 2009 and is concerned with dog training and dog care.
 - The training and exercising of the dogs takes place at Holly Hill Farm while dog sitting and walking takes place from clients' homes.
 - The proprietor collects dogs each day from owners and transports them to the farm in a transit van, where they are then exercised within Unit 7.
 - The maximum number of dogs on site is 20.
 - Hours are limited to 10:00 to 16:00, Monday to Friday with no weekend or overnight operation.
 - Occasional overnight boarding is offered as a service but not at the farm.

3. Relevant planning history:

- 3.1 LBE/92/0018 - Provision of new steel framed barn and re-erection of Bentalls wet grain bin and intake pit presently situated at North Lodge Farm. – granted 12/11/1992.
- 3.2 LBE/90/0032 - Erection of cattle building and conversion of existing grain store to cattle housing together with landscaping. – granted 19/12/1990.
- 3.3 LBE/01/0014 - Change of use of part of site from agricultural to residential use. – granted with condition 20/11/2001.
- 3.4 TP/10/1640 - Change of use of part of farm yard to a recycling facility for imported green waste to create compost (RETROSPECTIVE). – granted with conditions on 16/08/2011.

4. Consultation

4.1 Statutory and non-statutory consultees

Traffic & Transportation

No objections are raised.

Environmental Health

It is advised that there are no objections and that the premises must hold a Boarding Establishment licence.

4.2 Public response

- 4.2.1 Due to the isolated nature of the site, two immediately adjoining residential occupiers were notified. No comments have been received.

5. Relevant Policy

- 5.1 The National Planning Policy Framework (NPPF) published in March 2012 allowed local planning authorities a 12 month transition period to prepare for the full implementation of the NPPF. Within this 12 month period local planning authorities could give full weight to the saved UDP policies and the Core Strategy, which was adopted prior to the NPPF. The 12 month period has now elapsed and as from 28th March 2013 the Council's saved UDP and Core Strategy policies will be given due weight in accordance to their degree of consistency with the NPPF.
- 5.2 The Development Management Document (DMD) policies have been prepared under the NPPF regime to be NPPF compliant. The Submission version DMD document was approved by Council on 27th March 2013 for submission to the Secretary of State for examination. Examination and subsequent adoption is expected later this year. The DMD provides detailed criteria and standard based policies by which planning applications will be determined.
- 5.3 The policies listed below are considered to be consistent with the NPPF and therefore it is considered that due weight should be given to them in assessing the development the subject of this application.

5.4 The London Plan

Policy 2.6	Outer London: Vision and strategy
Policy 5.13	Sustainable drainage
Policy 5.14	Water quality and wastewater infrastructure
Policy 6.3	Assessing effects of development on transport capacity
Policy 6.9	Cycling
Policy 6.10	Walking
Policy 6.12	Road network capacity
Policy 6.13	Parking
Policy 7.4	Local character
Policy 7.8	Heritage assets and archaeology
Policy 7.15	Reducing noise and enhancing soundscapes
Policy 7.16	Green Belt
Policy 7.22	Land for food

5.5 Local Plan – Core Strategy

CP30: Maintaining and improving the quality of the built and open environment
CP31: Built and landscape heritage
CP33: Green Belt and countryside

5.6 Saved UDP Policies

(II)G6	Areas of Special Character
(II)G11	To ensure that new developments in the green belt do not have a detrimental impact on the surrounding landscape.
(II)G22	To support and foster the needs of farming in the Green Belt
(II)GD3	Aesthetics and functional design
(II)GD6	Traffic
(II)GD8	Site access and servicing

5.7 Submission version DMD

DMD45	Parking Standards
DMD47	New Roads, Access and Servicing
DMD68	Noise
DMD82	Protecting the Green Belt
DMD84	Areas of Special Character
DMD89	Previously developed sites in the Green Belt

5.8 Other Relevant Policy Considerations

National Planning Policy Framework
Design Manual for Roads and Bridges

6. **Analysis**

6.1 Principle of development

6.1.1 At the heart of the National Planning Policy Framework (NPPF) is the presumption in favour of sustainable development. Paragraph 20 of the NPPF confirms the positive approach to sustainable new development in rural areas.

6.1.2 Within the NPPF, the London Plan, and the Enfield Plan Core Strategy there is a general presumption against inappropriate development in the Green Belt unless it is proven that very special circumstances exist to justify that inappropriate development. Inappropriate development is, by definition, “harmful to the Green Belt. It is for the applicant to show why permission should be granted. Very special circumstances to justify inappropriate development will not exist unless the harm by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations”.

6.2 Impact on the Green Belt

6.2.1 There are five purposes for including land in the Green Belt (para.80 NPPF). These are:

- to check the unrestricted sprawl of large built-up areas;
- to prevent neighbouring towns from merging into one another;
- to assist in safeguarding the countryside from encroachment;
- to preserve the setting and special character of historic towns; and
- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

6.2.2 In addition, paragraph 90 of the NPPF confirms that the re-use of buildings is not inappropriate in the Green Belt providing that it is of a permanent and substantial construction.

6.2.3 The building is of a permanent and substantial construction and the proposal does not involve any external alterations to it. It is therefore considered that the development does not further harm the open character and nature of the Green Belt due to the activity taking place within the building referred to as 'Unit 7'. In addition, the use of the land to park the single transit vehicle will not have an unacceptable impact on the Green Belt.

6.3 Impact on Amenity

6.3.1 There are two dwellings located on Holly Hill Farm, the Farm House (grade II listed) which is located approximately 8m to the west and south of Unit 7, and a further dwelling located approximately 50m south west of the building.

6.3.2 The development, as discussed above is considered not to have a visual impact on the Green Belt. There is the potential however for noise and disturbance arising from up to 20 dogs on site at any one time. However, they will be contained within the building. The applicant has advised that the hours of opening would be Monday to Friday 10:00 hours to 16:00 hours. It is considered that the proposed hours are not unreasonable as they are within what can be considered to be normal working hours. Conditions could be imposed to restrict the number of dogs on the premises and the hours of operation to ensure that the amenity of the neighbouring residential occupiers is not unduly affected.

6.4 Transportation

6.4.1 The access road to the site is a typical farm access of a single vehicle width and would naturally restrict the number of vehicles able to enter / exit the farm at any one time, particularly as there are no waiting bays within the site or along The Ridgeway.

6.4.2 The use of one transit van used to collect / deliver the dogs would not in itself have an unacceptable impact on traffic conditions along The Ridgeway. However, regard must also be given to the other uses of the site, for example, the approved mulching operation (ref: TP/10/1640). This use, it was advised (and therefore restricted by condition), generates a total of 30 vehicle movements per day directly attributable to the delivery of the mulch and a further 8 movements per week attributable to the machinery being hired out. A condition could therefore potentially be imposed to ensure that dogs are not delivered to site by owners but are collected by the proprietor of the business or employees of the business.

6.5 Other Matters

6.5.1 An area of paddock to the side of the dwelling has been set up with equipment to provide outdoor training. This does not form part of the current application and a further application would be required should this use be continued. A Directive would advise the applicant of this.

6.5.2 The Planning Statement refers to policy (II)G23 of the Unitary Development Plan as being not saved. This is incorrect, although it is not relevant to this site as it is not within the Crews Hill Defined Area.

7. **Conclusion**

7.1 The proposed re-use of an existing farm building is considered acceptable in Green Belt terms and will; not further harm the openness of the Green Belt.

7.2 Approval is recommended for the following reasons:

1. The re-use of an existing redundant agricultural building (identified as Unit 7 on the submitted plans) for a canine training and exercising facility, will not unduly harm the openness of the Green Belt or the character of the Enfield Chase Area of Special Character, having regard to Policy (II)G6 of the Unitary Development Plan, Core Policy 33 of the Core Strategy, Policies 82, 84 & 89 of the Submission version DMD, Policy 7.16 of The London Plan, and with guidance contained with the National Planning Policy Framework (in particular section 9).
2. The change of use of an existing agricultural building (identified as Unit 7 on the submitted plans) to a canine training and exercising facility, will not unduly impact on the existing amenity of nearby residential occupiers in terms of noise and disturbance, having regard to Policies (II)GD3 & (II)GD6 of the Unitary Development Plan, Core Policy 33 of the Core Strategy, Policy 68 of the Submission version DMD, Policy 7.15 of The London Plan, and with guidance contained with the National Planning Policy Framework (in particular sections 3 & 9).
3. The development benefits from an existing access and site layout that is appropriate for the development given the scale and level of vehicular movements associated with the operation taking place on the site having regard to Policies (II)GD6 & (II)GD8 of the Unitary Development Plan, Policies 45 & 47 of the Submission version DMD, advice contained in the Design Manual for Roads and Bridges, Policy 6.3 of The London Plan, and with guidance contained with the National Planning Policy Framework (in particular section 4).

8. Recommendation

8.1 That planning permission be GRANTED subject to the following conditions:

1. C60 Approved Plans
2. NSC1 Restriction on Deliveries
There shall be no transportation of dogs to and from the site in connection with the canine training and exercising facility other than by the applicant or any person directly employed in connection with the canine training and exercising facility.

Reason: To ensure that (i) the daily number of vehicle movements taken together with other lawful uses on the site does not lead to conditions prejudicial to the free flow and safety of pedestrian and vehicular traffic on the adjoining highway; (ii) the level of vehicular activity remains appropriate to the size of the junction and access road; and (iii) having regard to the amenity of neighbouring residential occupiers.
3. NSC2 Restriction of Operating Hours
The canine training and exercising facility hereby approved shall only be open between the hours of 10:00 hours to 16:00 hours Monday to Friday only and not at all on weekends and Bank Holidays.

Reason: Having regard to the amenity of neighbouring occupiers.
4. NSC3 Restriction of Overnight Boarding

There shall be no overnight boarding of dogs without the prior written approval of the Local Planning Authority.

Reason: Having regard to the amenity of neighbouring occupiers.

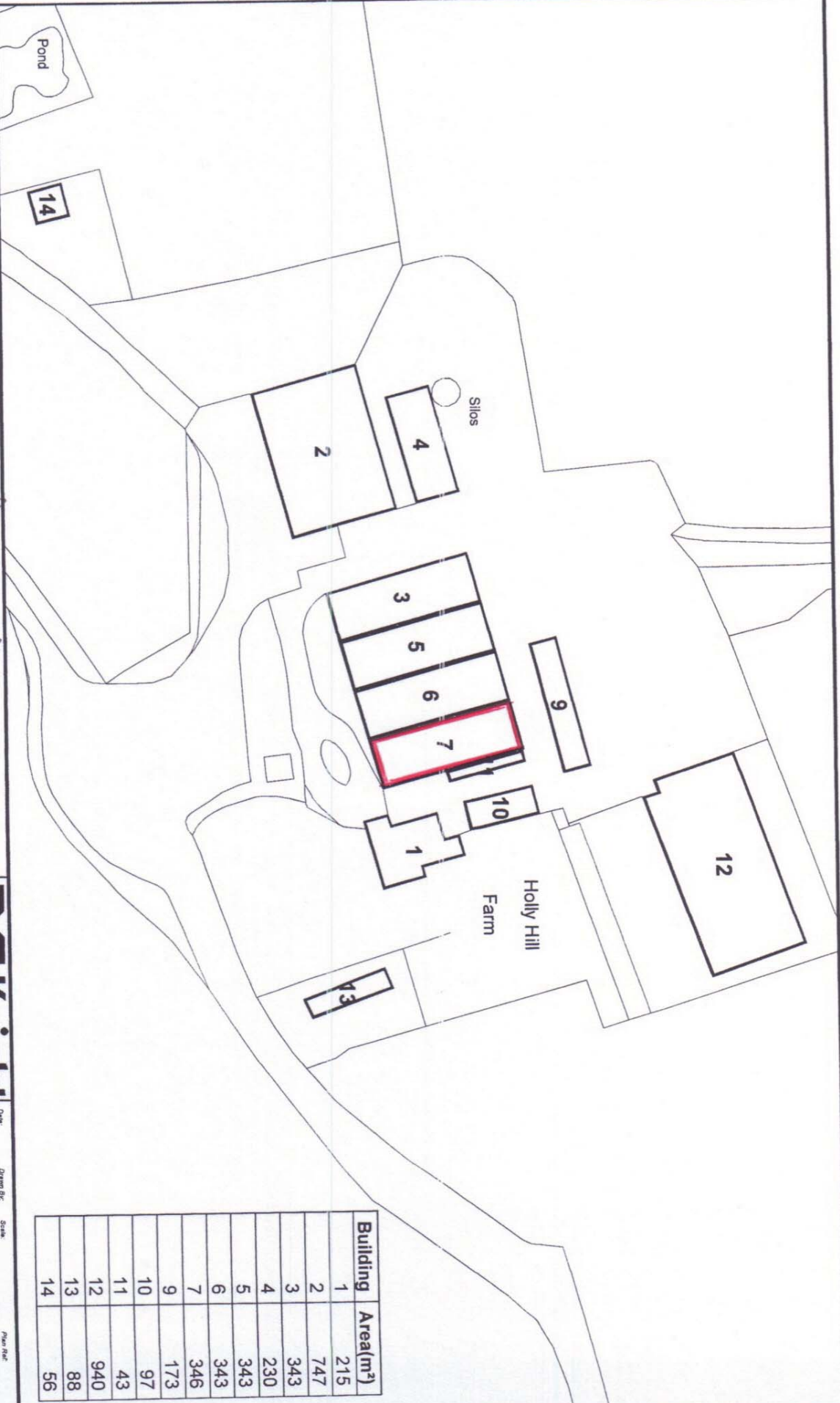
5. NSC4

Restriction on Number of Dogs

There shall be no more than 20 dogs on the site at any one time without the prior written approval of the Local Planning Authority.

Reason: Having regard to the amenity of neighbouring occupiers.

LBE - Holly Hill Farm



Building	Area(m ²)
1	215
2	747
3	343
4	230
5	343
6	343
7	346
9	173
10	97
11	43
12	940
13	88
14	56

Change of Use of Unit 7

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