

**USE OF STABLES AND
BUILDINGS FOR FARRIERY
AND TREATMENT OF HORSES,
FORGE FARM, PINLEY GREEN**

SUPPORTING STATEMENT

May 2022





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Chartered Surveyor - **Sam Eachus** BSc(Hons), MRICS, MBIAC
Consultants - **Ellie Chew** BSc(Hons)*

CONTENTS

- 1 Introduction
- 2 The Holding and Current Enterprises
- 3 The Proposals
- 4 Planning Policy
- 5 Assessment
- 6 Conclusions

Appendices

KCC1 Flood Data from the EA

KCC2 Highway Consultation Response 14/2/22

1 INTRODUCTION

- 1.1 Forge Farm is an established but small equestrian enterprise offering a specialist farriery and laminitic clinic.
- 1.2 This application seeks consent to use a building as a farriery, and to use existing stables as stables for the treatment and stabling of horses.
- 1.3 No new buildings are involved in the application.
- 1.4 This report:
- (i) describes the holding and the current enterprises in section 2;
 - (ii) describes the proposed enterprises and changes in section 3;
 - (iii) sets out planning policy and guidance of key relevance in section 4;
 - (iv) and assesses the proposed changes of use in section 5.
- 1.5 The report has been written by Tony Kernon. I am a rural Chartered Surveyor and a Fellow of the British Institute of Agricultural Consultants. I have specialised in dwelling and building appraisals for local planning authorities and applicants alike for almost 35 years.
- 1.6 I visited the holding on 12th July 2021 and the photographs date from that visit unless otherwise stated.

2 THE HOLDING AND CURRENT ENTERPRISES

The Holding

- 2.1 The holding extends to 3.6 ha. It lies south of the M40 and west of the railway, with access from a road to the south. The holding is outlined on the Google Earth image below.

Insert 1: The Holding



The Land and Building

- 2.2 As can be seen on the aerial photograph, the holding is divided into four principal fields. These are shown below.

Photo 1: The Northern Two Paddocks, Looking North



Photo 2: The Western Paddock, Looking South

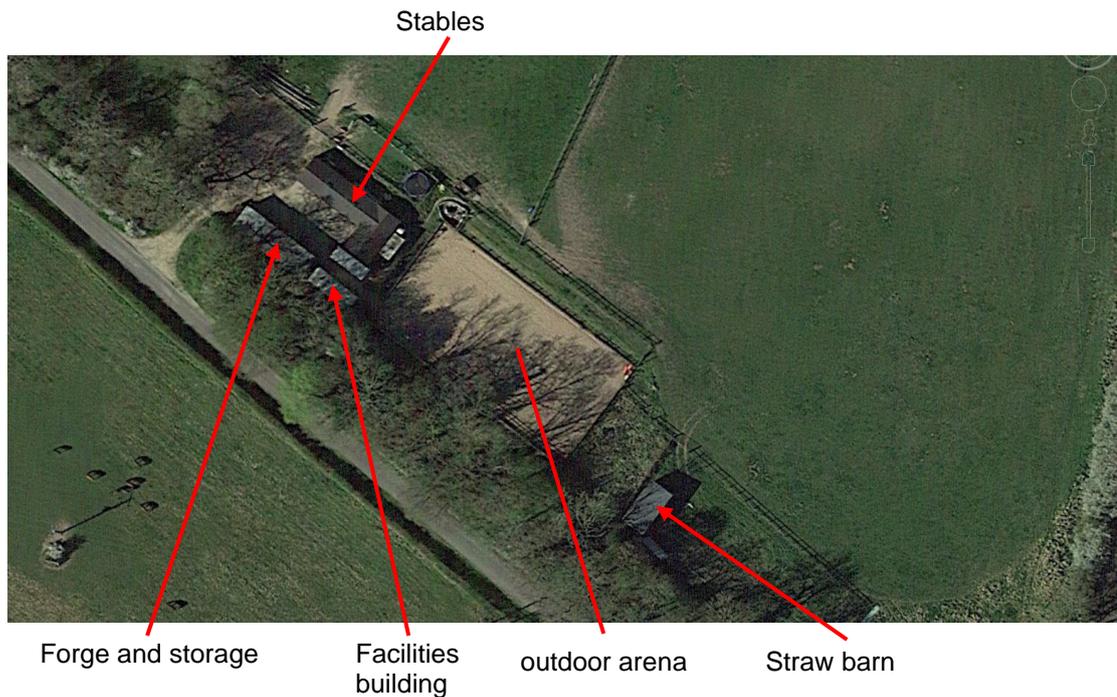


Photo 3: The Eastern Paddock, Looking South East



- 2.3 There is a range of equestrian buildings near the entrance gate, a hay/straw barn to the south east, an outdoor all-weather sand arena, and a small number of fields shelters. The main buildings are identified below and shown in the following photographs.

Insert 2: Buildings Identified



2.4 The stable building contains 6 boxes. It is shown in the photograph below. It was permitted under permission W/99/1311, although no documents are available for viewing. The building was allowed for commercial livery or riding school uses under W19/1639.

Photo 4: Stable Building



2.5 The forge is located within the building opposite. This building has a breeze-block structure overlaid on the yard side in timber. There are two principal rooms, being the forge and a tack room/store, plus an open store area on the northern end. As can be seen, there is already a flue through the roof.

Photo 5: The Forge Building



2.6 Staff facilities, and periodic overnight accommodation, is provided in a mobile home. This has been on the holding for many years. It is shown below.

Photo 6: The Mobile Home/Staff Facilities



2.7 The sand arena and the straw storage barn, with a small turnout paddock, are shown below.

Photos 7 to 9: Sand School and Straw Barn



2.8 There are a number of field shelters around the holding, two of which are shown below.

Photos 10 to 11: Field Shelters



Current Enterprises

- 2.9 The holding currently operates a number of different enterprises. These are:
- (i) the treatment of horses feet. Garry is a qualified and experienced farrier, and specialises in laminitic and remedial shoeing. Much of his work is ambulatory (ie he goes to the horse owner's holding) but he does keep some horses for treatment at Forge Farm;
 - (ii) horses on part-livery, whereby Louise is responsible for much of the animal's day-to-day care and welfare. There are two horses on this arrangement currently;
 - (iii) doggy-day-care. Louise collects up to 10 dogs each day and brings them to the farm, where they are exercised and kept, before being returned home in the late afternoon;
 - (iv) and a small breeding sheep enterprise, with 9 Soay sheep.
- 2.10 These enterprises are operated by Louise and Garry.

3 THE PROPOSALS

- 3.1 The forge use will be regularised and consent sought for this. Accordingly the principal part of the building will be used for farrier-related uses. There is no need for any external alterations, however, as there is already a chimney, as shown below, and the building is in this use.

Photo 12: Forge Building



- 3.2 Consent is sought to use the stables for stabling of horses being treated by Garry and Louise. The use of the stables will remain equestrian, and as there will be a payment for keeping of horses this will be a livery use, but the stables are included within the application for clarity and certainty regarding the use, with this consent superseding earlier consents.

- 3.3 The buildings externally will be unaltered. Externally, therefore, the buildings will look as they do now.

Photo 13: Existing Buildings



- 3.4 The Applicants intend to develop and expand their existing enterprises. This will focus principally on the expansion and enhancement of the farriery business, as this will be the most important financially and in respect of business focus. This will specialise in particularly complex foot problems and laminitis lameness and treatment.
- 3.5 Currently, as described above, the business operates a farrier business with horses treated at, and kept at, Forge Farm. This has involved 1-2 horses kept per week, treated by Garry and then looked after by Louise.
- 3.6 With the existing 6 stables, it is proposed to switch the focus of Garry's operations. He would be based mainly at the farm on Mondays to Wednesdays, and would treat more complex horses that would need to stay for 2-4 days post-treatment. During that time the horses would be treated mainly by Louise, with further farrier work by Garry as and if required.
- 3.7 Both Louise and Garry would walk or trot the horses up, mostly in the sand arena, to look for signs of further adjustments and treatment that might be needed. This will take place each day until the horse is ready to be returned to its owner.
- 3.8 It is hoped that most horses will have been returned home by the end of Saturday, so that the operators can have a more relaxed Sunday. However some horses already do, and horses will continue to need to, be kept for up to two weeks before they can be returned.
- 3.9 Garry would continue with his farrier services off site on Thursday to Saturdays, fitting in with the work needed at Forge Farm.
- 3.10 The horses being treated will be stabled in the stables, or kept out at grass in the paddocks.

4 PLANNING POLICY

National Policy

- 4.1 The National Planning Policy Framework (2021) sets out policy to support a prosperous rural economy. Paragraph 84 states that “**planning policies and decisions should enable..... b) the development and diversification of agricultural and other land-based rural businesses**”.
- 4.2 Paragraph 85 advises that planning decisions should recognise that local business needs in rural areas may not be well served by public transport.
- 4.3 The land lies within the Green Belt. Appropriate development within a Green Belt includes the reuse of buildings provided that the buildings are of permanent and substantial construction (150 d).

Local Plan

- 4.4 The Warwick District Council Local Plan (2017) supports the sustainable growth and expansion of existing rural business and enterprises. This support is provided that the proposal will not generate significant traffic movements, or have a detrimental impact on the landscape and character of the area.
- 4.5 Green Belt policies MS1 and MS2 are referenced in EC1, but they are not relevant to this application.
- 4.6 Policy BE4 supports the conversion of rural buildings. This has five criteria:
- a) buildings are of permanent and substantial construction;
 - b) the condition is suitable for reuse;
 - c) extensive alteration or rebuilding is not required;
 - d) special qualities of listed or traditional buildings are respected;
 - e) the character and appearance of the countryside is protected.
- 4.7 Policy DS18 sets out that the Council will apply national policy to proposals within the Green Belt.

5 ASSESSMENT

In-Principle Considerations

- 5.1 There are two buildings involved in the application. One of the buildings is currently in a farriery use. It is proposed to regularise this.
- 5.2 The re-use of rural buildings in the Green Belt is appropriate development within the NPPF paragraph 150 d) where, as here, the building is of permanent and substantial construction. No external alterations are needed. The building is shown below.

Photo 14: The Building for Change of Use



- 5.3 Re-use of this building complies with policy BE4, as follows:
- the building is of permanent and substantial construction;
 - the condition of the building is good and is suitable for re-use;
 - no rebuilding or alteration is needed;
 - this relates to listed or traditional rural buildings, and so is not relevant, although it is noted that the qualities of the existing building will not be changed;
 - the appearance and setting of the building will not be harmed.

5.4 The stables will not be altered, and will remain as they are now, in equestrian use.

Photo 15: Stables



5.5 The stables will continue to be used for the keeping of horses. These will include horses being treated for laminitis or having had specialist farriery work carried out. To the extent that BE4 is relevant, the proposals comply:

- (i) the building is permanent and substantial;
- (ii) the condition of the building is good;
- (iii) no rebuilding is needed;
- (iv) (listed building criterion not relevant);
- (v) the setting and appearance will not be altered.

5.6 In application W21/1908, which included the farriery building change of use, the case officer's report concluded as follows:

"In rural areas, policy EC1 states that new employment development will be permitted to support the sustainable growth and expansion of existing rural businesses and enterprise. Given that the applicant remains the same as per the previous application in 2015 (W/15/1639), and the applicant has amended their existing enterprise from one predominantly based as a livery, to that of a farrier business and doggy day care, Officers consider that the change of use would meet with this part of policy EC1. It is not likely that the change of use would generate significant traffic movements. As the change of use represents the re-use of an existing building, it is not considered to have a detrimental impact on landscape or the character of the area.

In terms of policy BE4 for the conversion of existing rural buildings, the change of use would meet with its requirements. The building is of permanent and substantial construction; is suitable for re-use; no alterations to the building are required; it would respect the special qualities of any nearby buildings; there would be no changes externally or internally as a result of the change of use.

In principle, the change of use of the site to sui generis is acceptable”.

5.7 The same comments must apply to the stables, which will remain in equestrian use. In principle, therefore, the proposals are acceptable.

Site Specific Considerations

5.8 I consider:

- landscape;
- biodiversity;
- flooding;
- amenity;
- access and highways;
- heritage.

5.9 **Landscape.** There should be no unacceptable landscape effect. There will be no external alterations to either building. There are no footpaths or other public rights of way within the holding. The M40 is elevated as it passes the holding, and fleeting glimpses will be possible for about 30 metres of the motorway, at a distance of in excess of 200 metres, but as there are no alterations to the buildings the view will not be changed.

5.10 The view of the site from the lane will not be altered.

Photo 16: View Through the Gateway

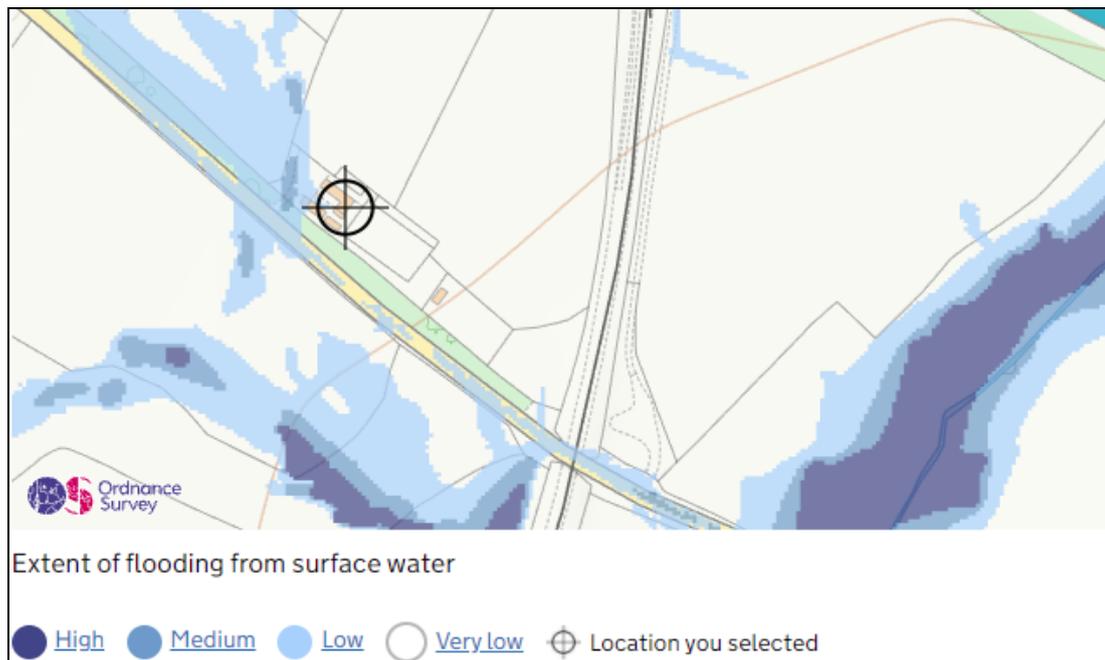


5.11 **Biodiversity.** The buildings included in the application are already in these uses. There is no ecological impact, therefore. There is no need for any building works to the roof and there can be no ecological impact.

5.12 **Flooding.** The site lies in Flood Zone 1, as shown on the EA flood map at **Appendix KCC1.**

5.13 The site is not at risk of surface water flooding in an extreme event, either, as shown below.

Insert 3: EA Flood Map, Surface Water



5.14 **Amenity.** There are no dwellings within 400 metres of the building, and the amenity of other residents in the area will not be affected.

5.15 **Access and Highways.** The proposals will increase the amount of horse box traffic, but only slightly. The Applicants both attend the site most days, usually multiple times per day, by car or van and their traffic will not change.

5.16 There will be 16 - 20 horsebox visits per week over and above current levels, however, to provide transport bringing horses for treatment, and collecting them again 2-4 days later.

5.17 Visibility on exit has been improved, as requested by the highways authority. Speed and traffic flow surveys have been completed.

5.18 No trees or hedges are removed, or were removed, to create this splay. The hedgerow has been allowed to grow out towards the road and, prior to being trimmed, was many metres from the stems, as can be seen below.

Photo 17: The Hedgerow



5.19 The hedge has been cut back, as shown below. This was done following ecological survey, which advised that there was no ecological interest in the roadside verge. The visibility has been cut back to show 90m in both directions from a 2.4m setback. The visibility splay is shown below, with visibility to the nearside kerb at 90 metres in both directions.

Photo 18: Visibility to the Left on Exit



Photo 19: Visibility to Right on Exit



5.20 Under application W/21/1908 the highway authority confirmed that a proposed turning area, vehicle access and traffic flows were acceptable. Visibility on exit needed to be 90m in both directions, now provided. See **Appendix KCC2**. There should be no highway objection.

5.21 **Heritage.** There are no listed building or known archaeological interests nearby.

6 CONCLUSIONS

- 6.1 This proposal involves reusing two buildings: one of which is already mostly in a farriery use and the other which is used for stabling horses and will continue to be used for stabling horses.
- 6.2 The proposals accord fully with policy governing the change of use.
- 6.3 There are no site-specific reasons why consent should not be granted. The visibility splay has been cut back to provide the 90m required by the County Council and otherwise there are no other alterations.
- 6.4 The proposals accord with the development plan and there are no reasons why consent should not be forthcoming.

Appendix KCC1
Flood Data from the EA

Flood map for planning

Your reference
KCC3086

Location (easting/northing)
421772/265902

Created
3 Oct 2021 12:23

Your selected location is in flood zone 1, an area with a low probability of flooding.

This means:

- you don't need to do a flood risk assessment if your development is smaller than 1 hectare and not affected by other sources of flooding
- you may need to do a flood risk assessment if your development is larger than 1 hectare or affected by other sources of flooding or in an area with critical drainage problems

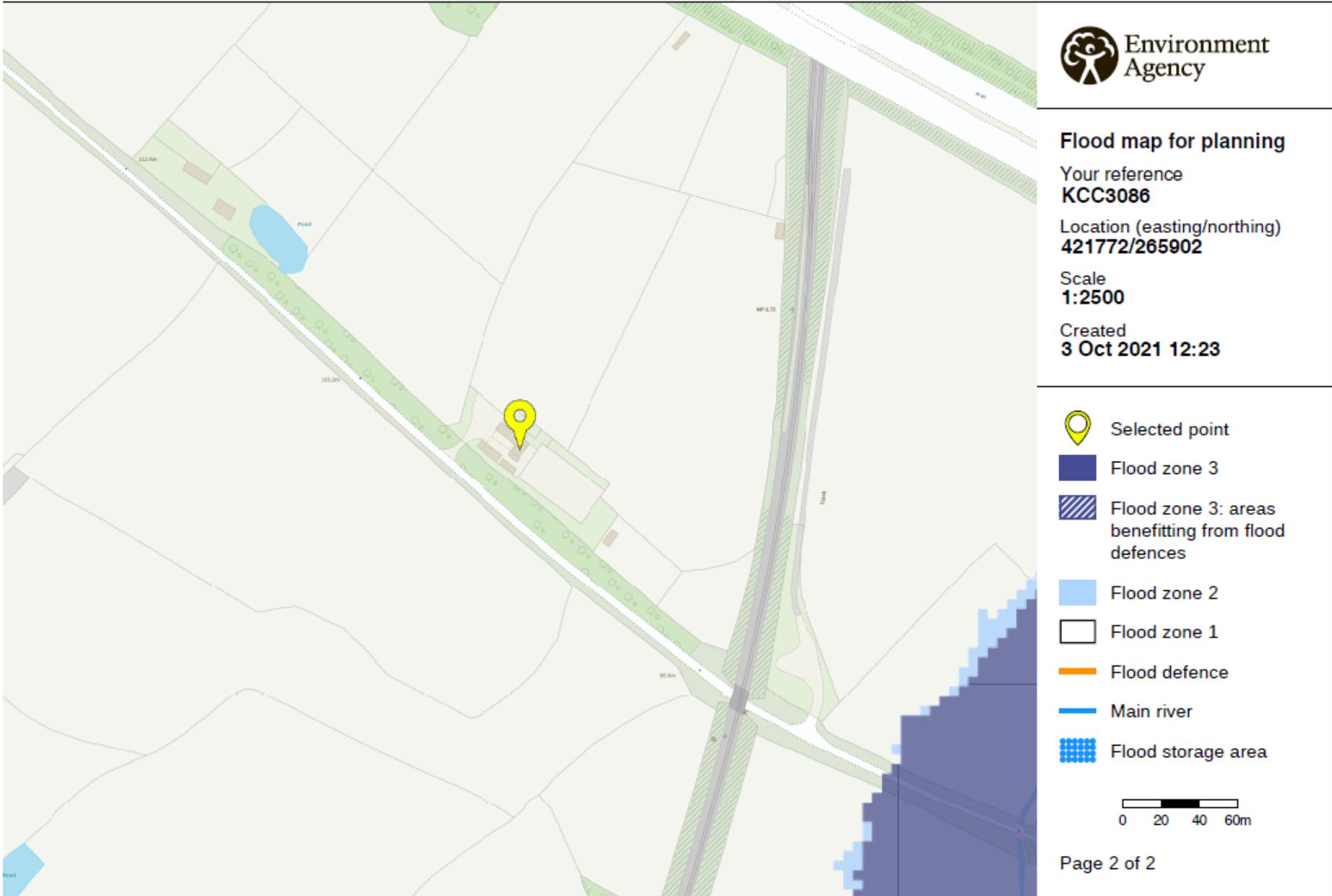
Notes

The flood map for planning shows river and sea flooding data only. It doesn't include other sources of flooding. It is for use in development planning and flood risk assessments.

This information relates to the selected location and is not specific to any property within it. The map is updated regularly and is correct at the time of printing.

Flood risk data is covered by the Open Government Licence which sets out the terms and conditions for using government data. <https://www.nationalarchives.gov.uk/doc/open-government-licence/version/3/>

Use of the address and mapping data is subject to Ordnance Survey public viewing terms under Crown copyright and database rights 2021 OS 100024198. <https://flood-map-for-planning.service.gov.uk/os-terms>



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Appendix KCC2
Highway Consultation Response
14/2/22

From: Helena Obremski <Helena.Obremski@warwickdc.gov.uk>
Sent: 14 February 2022 16:34
To: Tony Kernon <tony@kernon.co.uk>
Subject: FW: Planning Application W/21/1908 - Change of use of the site to sui generis use, including farrier business with forge and use of land for doggy day care. Erection of American barn for farrier and equestrian purposes

Hi Tony

See below from the Highways Authority.

Kind Regards

Helena Obremski BA (with Hons), MA, MRTPI
(she, her, hers)
Principal Planning Officer
Warwick District Council

Warwick District Council receives 92% of planning applications online!



From: Steve Harrison <steveharrison@warwickshire.gov.uk>
Sent: 14 February 2022 15:38
To: Helena Obremski <Helena.Obremski@warwickdc.gov.uk>
Subject: Planning Application W/21/1908 - Change of use of the site to sui generis use, including farrier business with forge and use of land for doggy day care. Erection of American barn for farrier and equestrian purposes

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OFFICIAL

Hi Helena

I have reviewed the information provided by the applicant in response to my original objection (pending further information) and would make the following points:

Turning Area:

I am satisfied that there will be sufficient area within the site such that the largest vehicle expected to access the development can turn and leave and re-enter the public highway in a forward gear.

Vehicle Access:

The applicant has confirmed that the access will be modified to meet the conditions set out in response to the previous applications (W/99/1311 and W/15/1639) in respect being widened to a width of no less than 5 metres for a distance of at least 10 metres, as measured from the near edge

of the public highway carriageway and being surfaced with a bound material for a minimum distance of 10 metres as measured from the near edge of the public highway carriageway.

Traffic Flows:

Having reviewed the traffic survey data I am satisfied that the traffic generated by the proposed development can be accommodated without severe impact on existing traffic. Although there will, inevitably, be an increase in the probability of vehicles travelling in opposing direction meeting on a narrow section of Pinley Lane, it is not considered that in view of the scale of traffic generation this will not lead to a severe impact.

Visibility Splays:

The traffic surveys have indicated 85th percentile speeds of 41 miles/hr in both directions.

In view of this, and to meet DMRB standards, the visibility splays will need to be increased to a minimum of 90 metres in both directions at the access to the proposed development.

Can the applicant please update their plans to show visibility splays with an 'x' distance of 2.4 metres and 'y' distances to the near edge of the public highway of no less than 90 metres.

Can the applicant please be informed of the above?

Kind Regards

Steve

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